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Gateway to the American Dream

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City of Azusa General Plan

April 2004

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Gateway to the American Dream:
Azusa General Plan

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April 2004

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Chapter 1: Vision and Values

Chapter 1: Vision and Values

> **"Where there is no vision,**
> **the people perish"**
> **Proverbs 29:18**

California law requires that each city adopt a Comprehensive General Plan to guide future growth and development. It is supposed to be reviewed every five years. But for nearly twenty years, Azusa failed to keep its General Plan up to date. Lacking a vision, we failed to keep pace with progress in surrounding communities.

AZUSA
THE CANYON CITY

Azusa's Centennial in 1998 rekindled community concern about our second hundred years. A year later, an ambitious effort was launched during the annual Golden Days Festival. Hundreds of residents from all backgrounds and walks of life participated in the Future Fiesta, taking the first step toward a new vision for their community. That led to the first Citizens' Congress in May 2000, where participants created a statement of common values as the foundation for a new General Plan.

This summary reflects the work of hundreds of Azusa citizens who have actively participated in the work of the Citizens' Congress over the past three years. We have not always agreed, but we have reached a broad consensus: that Azusa will strive to be a model community, the Gateway to the American Dream, especially for young families. Achieving our shared vision will require more hard work and cooperation, but Azusa citizens care too much about our future not to make that commitment.

Our new General Plan goes well beyond the narrow issues of land use and physical environment required by law. It is a comprehensive blueprint for the revitalization of a community with a proud legacy and an equally vibrant potential.

Our General Plan and the implementing Development Code are contained in three distinct but related volumes:

- **Azusa General Plan**-Citywide goals, policies, and implementation programs, organized into three key themes: Built Environment, Economy and Community, Natural Environment
- **Azusa Development Code**-Rules governing building, renovation, uses, and standards applicable to specific neighborhoods and districts
- **Compendium**-Studies and plans prepared for and prepared to implement the General Plan

Our Values

Azusa is blessed with a unique natural, historic and cultural heritage. Our citizens are caring people who work hard and value Faith, Family, and Country.

We treasure our neighborhood character and community participation. We see our city as the Gateway to the American Dream of owning a home and personal well-being.

We seek to become a model learning community, stressing educational opportunity for all ages. Proud of our diversity, our shared goal is a brighter future for a11.

Azusa Citizens' Congress, 2000

Active Involvement

Hundreds of Azusa residents have participated in Citizens' Congress meetings and workshops to create a new vision for our City. The new General Plan reflects our community's hunger for a better future:

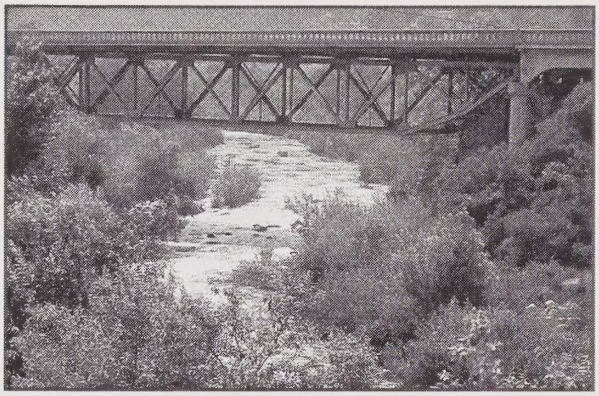
- We will continue to build an inclusive community, honoring both our diversity and our shared values of faith, hard work and family.
- We expect Azusa to grow, but don't want to lose our "small town" sense of place.
- We won't allow Azusa to become just another ugly suburb with dying strip malls and poor-quality subdivisions of cookie cutter homes.
- We will encourage home ownership in safe and stable neighborhoods that are healthy places to raise a family.
- We want a thriving Downtown and University District with distinctive stores and attractions.
- We also want to remain a center of tech-driven industry, providing high-paying jobs in the West End Industrial district.
- We are committed to protecting our canyon, mountains, rivers and parks and want to keep our city green for future generations.
- We will strengthen educational opportunities for all ages, from pre-school to postgraduates, so that Azusa will become a 21st Century model for "a city that learns."

Vision for a Brighter Future

Out of our active involvement, we have shaped a proud vision of Azusa as "The Gateway to the American Dream." Above, this is a vision of opportunity – the opportunity for our community to draw on our rich heritage to grow and prosper; the opportunity for families to grow and prosper; and the opportunity for businesses and institutions to grow and prosper.

We are proud of our sense of community, but are not satisfied with much of what we have allowed to be built in recent years. We expect better. This General Plan and Development Code raises our standards. We welcome new investment, but we insist that new growth meet our standards of community and environmental well-being.

NATURE: We will protect our unique environment by restoring our river, canyon, and foothill areas and pursuing a greener and more sustainable relationship with nature throughout Azusa.



NEIGHBORHOODS: We will preserve our small town atmosphere with a community fabric of healthy and welcoming neighborhoods.

COMMERCE: We will support economic vitality by creating and supporting mixed-use districts for workplaces and stores to flourish.

MOBILITY: We will put people first by calming traffic, improving connections, and encouraging walking, biking and public transit.

FAMILIES: We will sustain our human connections with active support for the environments and institutions that strengthen family life.

LEARNING: We will provide citizens of all ages with opportunities to advance through education.

HISTORY: We will respect the legacy left us through the six thousand years that people have called Azusa home.

PARTICIPATION: We will continue to actively engage the citizens of Azusa to plan the future of their community.

Protecting Our Natural Heritage

Long known as "The Canyon City," Azusa is becoming known as a regional model for living in balance with nature. Blessed with a wealth of resources, Azusa is the gateway to the Angeles National Forest for millions of people each year. By restoring the beauty and improving access, Azusa can encourage the development of both active recreation as well as respect and appreciation for nature, appealing to visitors and residents alike.

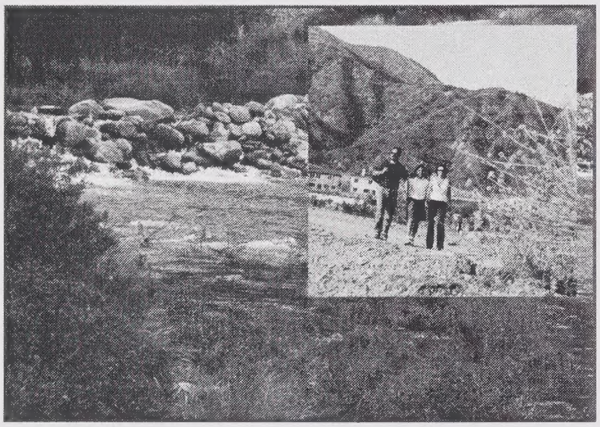
Vision

Parks in the city and the nearby canyons will be easily accessible to all residents; providing youth with recreational and educational activities throughout the year. As a major gateway to the San Gabriel Mountains, the canyons enable Azusa to attract thousands of visitors drawn to the natural beauty of the foothills and mountains that help define the city.

KEY ELEMENTS OF THE GENERAL PLAN:

- Limit development in undeveloped areas within the foothills and canyon areas.
- Commitment to reclaim existing and abandoned quarry areas.

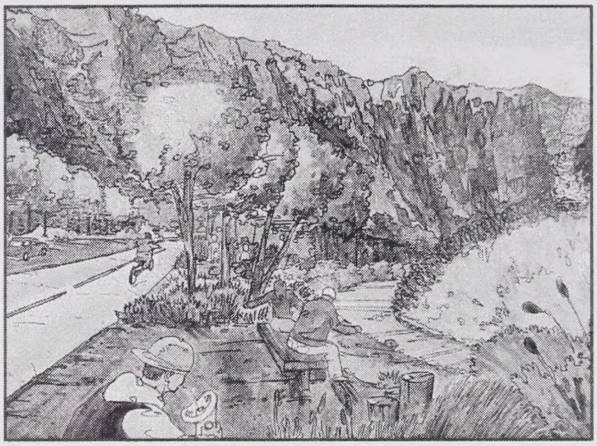
- Expanding and improving parks and open space:
    - Joint use of schools for community parks
    - Creating neighborhood parks on vacant land
    - Increasing park space requirements
    - Creating land trusts and other incentives for open space preservation



- Preserving habitat with biological protection areas for threatened wildlife, fish and native plant life.
- Reintroducing native plant habitat along the River and in city areas such as parks and landscaped medians and parkways.
- Planning a scenic river parkway that leads to trail heads and National Forest destinations.
- Improving both active and passive recreation opportunities along the river, around the spreading basins and reclaiming quarry sites.

Reinforcing Neighborhoods

Like most older suburbs, Azusa confronts the choice of renewal or decline. Our traditional neighborhoods and homes have held up well over the years, but many areas where tract homes and apartments were built from 1950 to 1975 have deteriorated.



Our new General Plan builds on the success of new neighborhood and home development in Azusa. It embraces traditional principles for neighborhood improvement and promotion of home ownership.

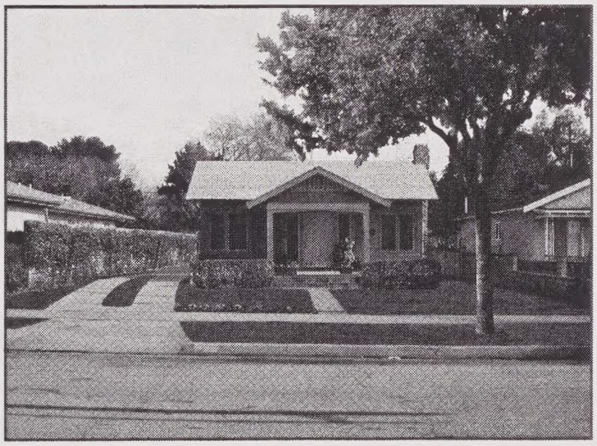
Vision

Azusa will be renewed as a community of beautiful homes and stable neighborhoods providing a safe environment for children, enriched by excellent schools, green space and a rich community life. Using the scale of a five minute walk, each interconnected neighborhood has a unique identity, but all neighborhoods share some common elements:

Each neighborhood has a center. Whether in the middle of a neighborhood, or at the edge, it provides a place where neighbors gather. The center can include a school, a park, a neighborhood store or perhaps all three. High-quality new and renovated home should be available to people of all incomes levels. Single-family homes will continue to be the preferred use within Azusa neighborhoods, with a mix of different kinds of homes, apartments, local stores, churches and other public uses that are compatible and in scale and character.

KEY ELEMENTS OF THE GENERAL PLAN:

- Local residents can get organized to look after their neighborhood and each other. The successful Neighborhood Improvement Zone effort shows that residents can get together to establish Neighborhood Watch, get a traffic light installed, clean-up a neglected property, or improve city services.



- The physical appearance of the city needs improvement to reflect the overlooked strength of the social fabric by: supporting neighborhood efforts to clean up front yards, vacant lots, and city streets; working with absentee landlords to renovate dilapidated commercial and residential buildings; planting trees and landscaping to enhance the overall appearance of the city; and improving gateways and public facilities from bus stops to trash cans.
- Traditional neighborhoods that retain their historic elements will be protected and promoted.
- Other neighborhoods, generally newer areas, will be enhanced over time by adding in traditional elements like porches, sidewalks, parkways, street trees, and neighborhood centers.
- Transitional neighborhoods, that have been stressed because of poor development, poor maintenance or rapid-turn-over, will get special attention to restore stability and rebuild neighborhood character and pride.
- Priority is put on preservation or renovation as well as code enforcement. Since a focus on pride of home ownership is critical to strengthening neighborhoods, more home ownership opportunities will be encouraged through compatible infill development in existing neighborhoods, mixed-use housing along corridors and in the Downtown and University Districts as well as fixing what we have and offering incentives to new buyers.
- Higher design standards are set to ensure that new homes, townhomes, and apartments are the same quality as recent single-family homes construction in order to provide a full range of quality homes for current and future residents, from affordable housing for renters to upper-income homes to retain upwardly-mobile citizens.

Commerce

Our industrial companies continue to set the pace for "tech-driven" manufacturing across a wide range of products. These businesses, along with warehousing and construction, employ more than 5,000 workers, providing a powerful engine of wealth creation and a crucial source of payroll prosperity to the San Gabriel Valley.

DOWNTOWN
AZUSA

Despite Azusa's strong industrial base, our business image is hurt by the realities of declining retail strips, unkempt and vacant commercial buildings, overcrowded apartments, a lack of housing for middle and upper income families as well as perceptions of poor schools and crime. Azusa must market our advantages (freeway access, "river and foothills," affordable power and water, improved schools, and safer neighborhoods) as well as upgrade housing, public services, and the community's appearance to draw retail and commercial investment.

For Azusa residents, the overwhelming desire is to attract first-rate stores and shopping areas. Aside from COSTCO, Azusa's retail sector is behind the times. Azusa residents want to clean up the city's unsightly corridors and concentrate revived retail and civic uses in four healthy districts.

Vision

Azusa will offer a thriving and well-balanced business sector, linked to excellent schools, safe neighborhoods and quality housing opportunities. Drawing on our distinctive demographic, geographic, historic, cultural, and economic assets (including our outdoor attractions; reliable and affordable water and power; vibrant Hispanic heritage; historic Downtown; and Azusa Pacific University), Azusa will actively seek the kinds of retailers, restaurants, and other draws needed to revive Downtown and create a complementary University District. We will continue to enhance the West End Industrial District as a job-rich center of "tech-driven" industry and commercial business that are globally competitive.

KEY ELEMENTS OF THE GENERAL PLAN:

- Instead of "strip zoning" along commercial boulevards, commercial activity is focused on four Districts, each with a special identity and mix of uses:
  - Our historic Downtown is the "heart of our City". When the Gold Line light rail is built, the old train depot will anchor the north end of Downtown, attracting homes and stores for those who want to be in walking distance of commuter transit. Building on the historic architecture in the area, smaller stores and restaurants will provide a "distinctive" experience different from shopping malls and power centers. The revitalization of Downtown should include cultural events, historical sites, and other gathering places where residents can share in the life of the whole community.
  - The University District serves the residents on the east side of the city, along with two major colleges and future residents of the Monrovia Nursery development. The Foothill Center has been transformed into a pedestrian-oriented hub of the area, with a new full-service supermarket, entertainment, and other shopping and dining.

  - The **Azusa West End Industrial District** is the main job center of Azusa. While industrial uses are not compatible with homes, Foothill Boulevard should provide a higher level of retail and service businesses, serving local businesses as well as city and regional shoppers.
  - The **Edgewood District** serves not only surrounding residents, but anchors an attractive southern gateway to Azusa with shopping, dining and service uses.
- The City, School District, Azusa Pacific University and businesses will partner to promote growth of high tech, professional and small businesses by improving local schools, launching a pro-active business development program, and marketing Azusa's advantages.
- Economic development should pursue well-paying jobs for local youth entering the work force and recent high school and college graduates who want to keep living in Azusa.

Mobility

Azusa's economy and quality of life were badly damaged by the failed transportation policies of the past. Putting cars first, Caltrans tore a hole in the heart of the community with Highway 39's one-way highways and then blasted through the 210 Freeway without even the most minimal protections for the surrounding neighborhoods. Lack of connections has led to congested bottlenecks, neighborhood isolation, and the sacrifice of many residential streets to through traffic.

On these streets, autos are perceived to travel too fast, while pedestrian and bike travel is perceived to be hazardous. Strip development leads to clogged streets and inefficient parking. While the City of Azusa has been among the leaders in providing transit alternatives, these are hampered by the operating costs and limitations of serving an auto-dominated landscape Retail would instead be concentrated in the city's key districts and at a much smaller scale, in neighborhood centers. The land between these retail destinations would be reclassified so that future development would generally be townhomes, courtyard housing, or condominiums, with some neighborhood retail and offices allowed on ground floors to serve residents and workers.

Vision

By putting people first, Azusa will become a pedestrian-friendly, transit-oriented community. The congested, declining streets will be transformed into well-planned transit corridors, connecting all our neighborhoods and districts. Two-way traffic on Azusa and San Gabriel avenues improves business health Downtown and restores San Gabriel Avenue as a residential street. Residents and visitors easily move around the city, as pedestrians and bicyclists use an extensive network of sidewalks and trails and commuters use the Gold Line Light Rail line.

KEY ELEMENTS OF THE GENERAL PLAN:

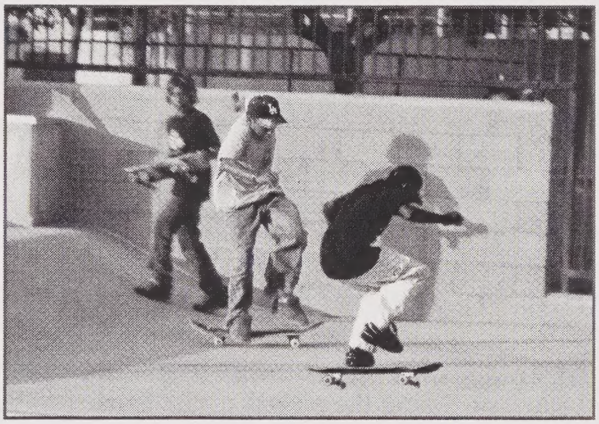
- Strip commercial zoning is abolished, with future retail concentrated in the city's key districts (and at a much smaller scale, in neighborhood centers.) The corridors between these retail destinations would be encouraged to be developed with townhomes, courtyard housing, or condominiums, with some neighborhood retail and office allowed on ground floors to serve residents and workers. The General Plan identifies four corridors:
    - Foothill Boulevard
    - Arrow Highway
    - Azusa Avenue South
    - San Gabriel Avenue
- Investing in the existing transportation system (resurfacing streets, providing sidewalks and street lighting, planting trees and other landscaping, constructing gateways) will improve the look and feel of the entire city.
- Traffic bottlenecks in a few hot spots in the city will be eased.
- "Traffic calming" methods will be implemented with neighborhood participation to promote safe neighborhood streets where you can take evening strolls and kids can ride their bikes in the afternoons.
- Azusa and San Gabriel avenues will be returned to two-way streets following a design study involving neighboring residents and businesses.
- Walking, biking, and transit will be promoted by:
    - Adding sidewalks, parkways, and street trees where they do not exist.
    - Removing obstacles from sidewalks, as appropriate.
    - Reclaiming asphalt for wider sidewalks, and landscaped parkways and medians.
    - Encouraging shared parking lots in districts so you only park once and can then walk to nearby stores and services.
    - Expanding transit and Dial – A- Ride services, including shuttle service between Downtown and the University District.
    - Expanding bike routes and hiking trails.
- The Vernon Avenue freeway interchange will eventually be replaced by a new interchange at Zachary Padilla Avenue to reduce traffic through the surrounding neighborhoods and better serve the businesses in the West End Industrial District.
- The west side will be better connected with the rest of Azusa by eventually building new north/south streets through the industrial/landfill area in the south and possibly extending Sierra Madre Avenue or another road east to a new River Parkway.
- Development of the Monrovia Nursery site will be linked to the rest of Azusa through improved street and trail connections.

A Family Community

Strong families are the foundation of a healthy community. Azusa has a rich tradition of families loyal to the community over several generations and continues to welcome new families seeking a better life. Our fabric of schools, churches, civic groups, and neighborhoods provides a caring and wholesome community setting.

Yet although serious crime has been cut in half over the past decade, areas of poverty and gang activity keep many struggling families from the security and opportunity that would allow them to help themselves.

Improving these neglected neighborhoods and reaching out to the often isolated families that live there can improve public safety and provide individuals and families access to health care, jobs, recreation, and self-sufficiency.

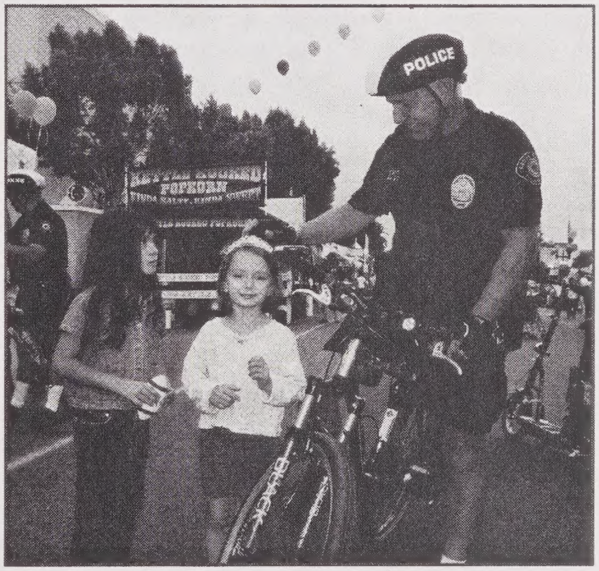


Vision

We will sustain our human connections with active support for the environments and institutions that strengthen family life. By promoting the spirit of "don't move, improve" in every neighborhood, homeowners and renters will share a renewed community pride. Seniors, working adults, and youth will be fully engaged in the life of their community. A rich network of churches and civic organizations, working closely with the city and police, will strengthen the civic habits that nurture community feeling and public safety.

KEY ELEMENTS OF THE GENERAL PLAN:

- Existing partnerships to support families will be strengthened among parent groups, the City, School District, business, neighborhood and civic groups.
- Community oriented policing will become the model for pro-active crime prevention through problem-solving partnerships.
- Code enforcement will be stepped up and landlord responsibility encouraged and enforced to improve the living environment for tenants living in substandard conditions.
- Community support and self-help will be enhanced through active organizing efforts among homeowners and tenants in each of the city's neighborhoods.
- Recreation programs will expand to offer positive scholastic/athletic programs at every school in the afternoons.
- The Human Relations Commission will spearhead efforts to promote "diversity, inclusion and civic peace," in every neighborhood and with particular emphasis on youth.
- Traditional health, recreation and nutrition services offered through the Senior Center will be broadened to meet the changing needs of the next generation of older residents.
- Park space will be expanded and improved to meet changing recreational needs and desires with the goal of bringing usable green space within walking distance of every family.
- Vital health and wellness services will be maintained through a public/private partnership to operate the Azusa Health Center.



Lifelong Learning

As the 21st century promises to be the "age of information," Azusa's future prosperity and quality of life are directly linked to raising educational standards and creating a pervasive climate for learning. Particularly given the high incidence of poverty among immigrant families, "learning" is the gateway to "earning" and pursuit of the American Dream.

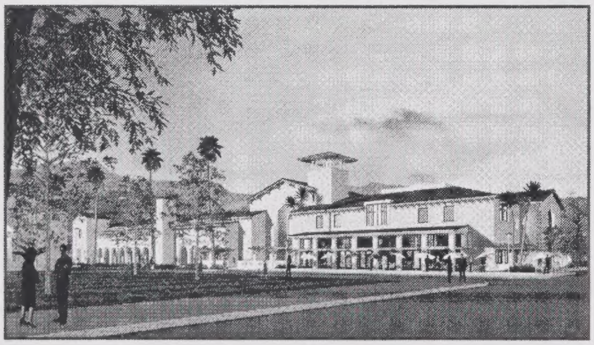
The public schools are the linchpin of such a strategy, with the goal of consistent improvement. This progress is already apparent in our elementary schools, but lags in upper grades. Embracing a fundamental partnership with Azusa Pacific University, Citrus College, Azusa Unified School District (AUSD), and other nearby institutions of higher learning can set the tone for a community-wide commitment to the value of lifelong learning.

Vision

"Learning for all" will become the core mission of the community with educational opportunities promoted to all residents from preschool to postgraduates. Parents clamor to move to Azusa, in part, because they are confident their children will be able to receive a good education here. With a well-educated and highly trained work force, the city has no difficulty supporting local companies or attracting new business.

KEY ELEMENTS OF THE GENERAL PLAN:

- Building a new library for the 21st century
- Expanding recreation to ensure after-school programs for all youth and lifelong positive activities for adults.

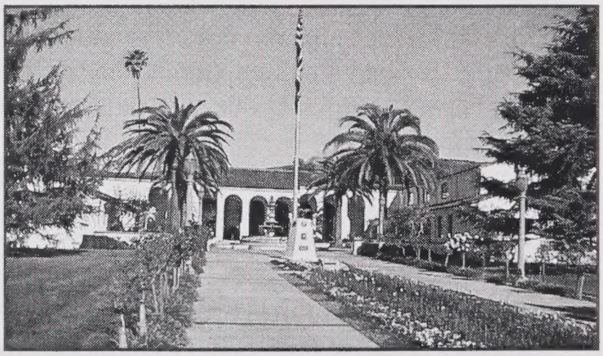


- Strengthening connections for job training and placement with business/schools/Chamber of Commerce working together.
- Supporting our public and private schools and daycare providers.
- Create school - library programs where neighborhood school libraries can serve as City library satellites.
- Working with school districts to improve neighborhood learning and recreation opportunities.
- Commitment to families.

History

Azusa is the oldest community in the San Gabriel Valley, predating the arrival of the Spaniards by six thousand years. The name itself, is derived from a Native American village along the San Gabriel River. Our heritage was shaped by the era of Mexican ranchos and early American settlement. The modern era began with the coming of the railroad and the founding of a thriving foothill citrus community, incorporated in 1898.

The evolution from a frontier town to a suburban city continues today. With the passage of a "Historic Landmark" ordinance in 2001, Azusa has made a commitment to better protect its important historic fabric and to weave it into the city's future.



Vision

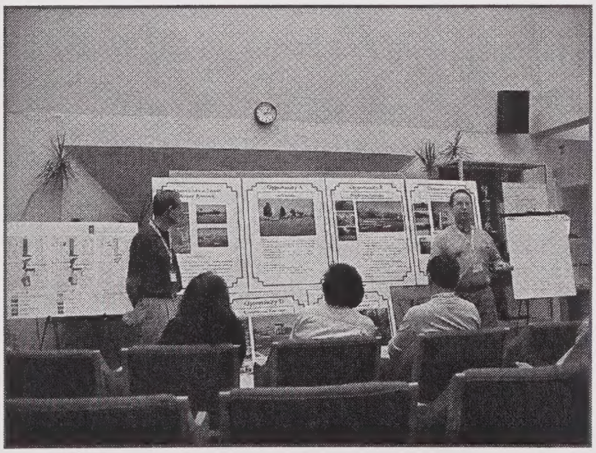
Azusa will be a community that honors its history, while actively embracing a better future. Actively telling the story of the legacy and contributions of the many other cultures who have lived here (Native American, Hispanic, Anglo, and other immigrants) will add luster to Azusa as a unique community for residents and visitors alike.

KEY ELEMENTS OF THE GENERAL PLAN:

- Landmarks will be voluntarily protected from demolition and adaptive reuse will be encouraged using the historic guidelines of the Secretary of the Interior.
- Historic districts and landmarks will be identified, highlighting the Azusa legacy, including:
  - Downtown
  - Sunset Avenue/San Gabriel Avenue
  - Foothill Boulevard/Route 66
  - Citrus Industry, as described in the Element.
- The Historic and Cultural Landmark Commission will foster tours of historic structures and historic districts.
- An expanded commitment to public art will carry the theme of Azusa's natural and historic legacy.

Citizen Participation

Without citizen participation in shaping an overall vision for the future, development decisions, in the past, were largely driven by developers. Azusa too often took what it could, instead of pursuing what it should.



A new spirit of direct citizen involvement in planning began with the Future Fiesta in October 1999. Carried forward by the Citizens' Congress, Azusa has made a vigorous and permanent commitment to an educated citizenry shaping our future. Implementation of the new General Plan will take additional work and study. Public participation is vital, not only to hammering out the details, but to ensure that the vision of the Citizens' Congress is actually carried out in the years ahead.

Vision

An active, informed and educated citizenry will take an active role in planning for Azusa's future development. Citizens will work for the greater good of the community, not just their own short-term interests. Public decisions will be made openly by providing opportunities to participate in problem-solving as well as implementation. This spirit of democratic involvement will foster community pride and ensure a brighter future for Azusa.

KEY ELEMENTS OF THE GENERAL PLAN:

- An annual "Neighborhood Congress" will help define and tackle the key challenges facing the community.
- Informal efforts will be made to engage the community and individual neighborhood associations on major projects prior to the formal public hearing process.

- A "community academy" (similar to one conducted by the Azusa Police Department) will be created to give interested citizens the opportunity to become better informed and knowledgeable about planning issues and challenges.

The coolest city in California

Chapter 2: Foundation and Framework

Regional Setting

This General Plan not only encompasses the 5,544 acres within our city limits, but the adjacent 1,368 acres in our "Sphere of Influence", which is currently unincorporated. This area is bounded by the San Gabriel Mountains to the north, the cities of Irwindale and Duarte to the west, the city of Covina to the south, and the city of Glendora to the east. (Figure I-1 and I-2) The Sphere of Influence includes two large areas: one, the Monrovia Nursery Specific Plan area north of the rail tracks on the eastern edge of the city and a grouping of unincorporated pockets south of Alosta Avenue to Arrow Highway.

The dominant regional transportation corridor is the Interstate 210 (Foothill Freeway) providing easy access to State Route 605 (San Gabriel River Freeway) and Interstate Route 5. These linkages place Azusa businesses and residents within favorable reach of the Port of Los Angeles, Orange County, and the Inland Empire, as well as the rest of Los Angeles County.

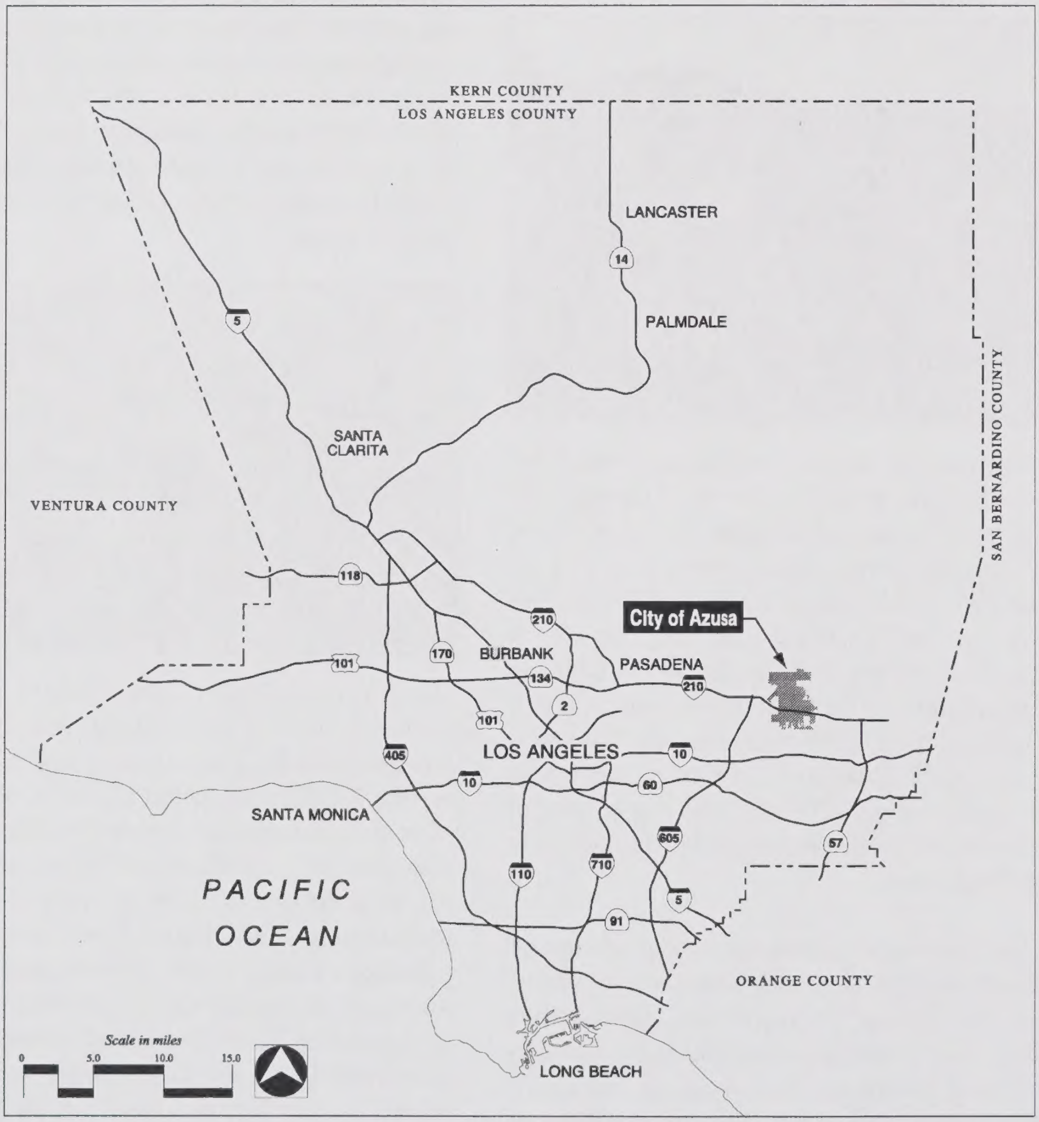
The Santa Fe railroad corridor, which played such a key historic role in the development of Azusa's downtown and industry, will again be a vital regional link when the Gold Line light rail system is extended east from Pasadena in the years to come.

State Route 39, which originally ran from Huntington Beach to the crest of the San Gabriel Mountains, carved out the dominant north-south route through the city, Azusa Avenue. The old Route 66 along Alosta and Foothill Boulevards is no longer a major regional connector, but remains a key feature of the foothill communities along the San Gabriel mountains between the cities of Pasadena and Glendora.

DOWNTOWN AZUSA

The San Gabriel Valley is populated by two million people in one of the most dynamic and successful swaths of Los Angeles County. Recently promoted as "the intellectual capital of California" because of its string of colleges and universities, it is being reshaped from a collection of suburban bedroom communities into a far more diverse and urbanized subregion. A balanced base of commerce and industry, a steady stream of immigration, and the relatively rapid assimilation of second and third generation children and grandchildren of immigrants redefining the mainstream is a story being played out not just in Azusa, but throughout the larger Valley.

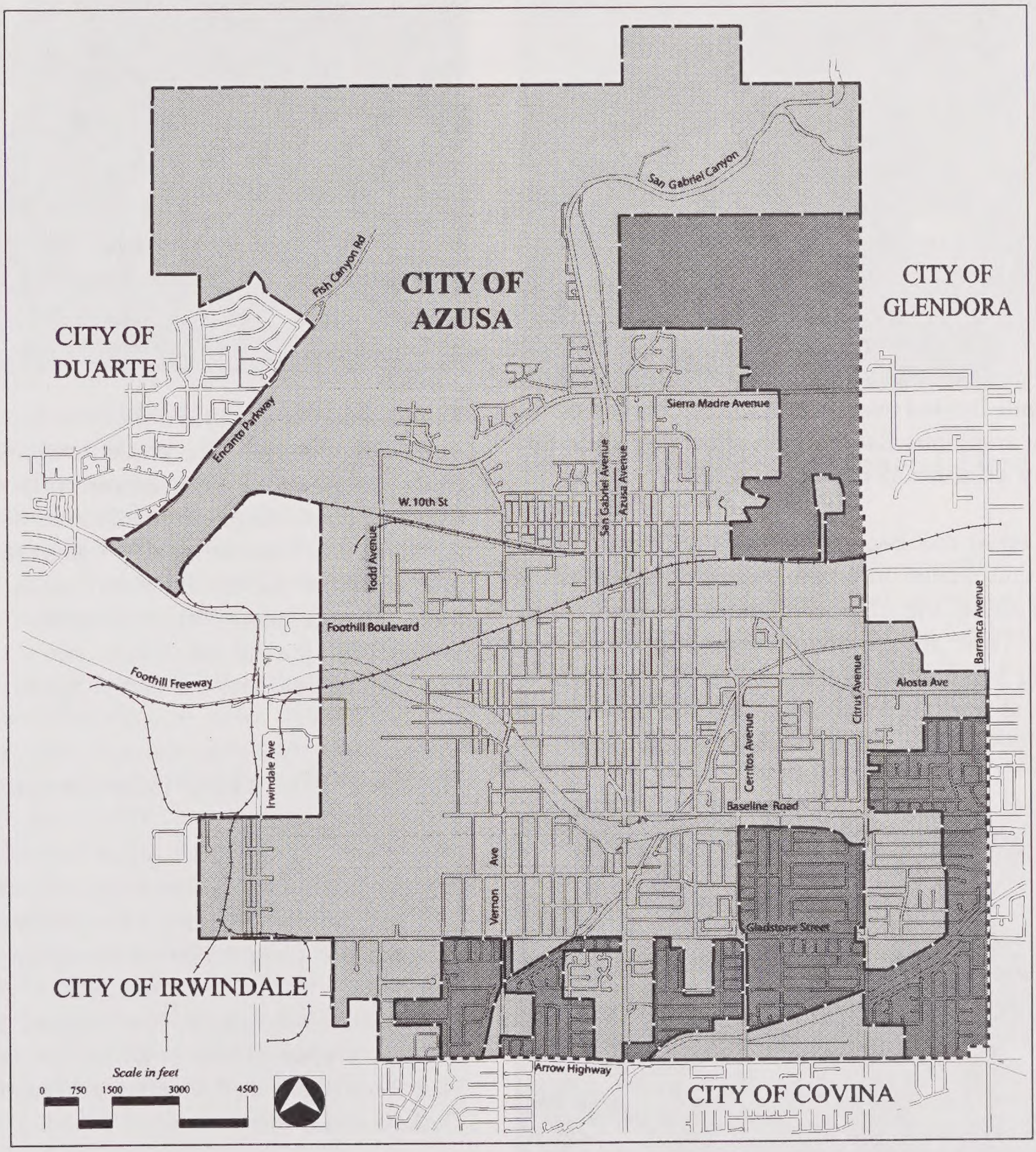
Using statistical gauges such as home ownership rates, household income, average home price etc., Azusa was among the most disadvantaged of the seven neighboring Foothill cities (including Monrovia, Duarte, Bradbury, Glendora). However, when compared with seven nearby communities that have a majority of Hispanic population, Azusa has more home ownership, higher household


KERN COUNTY
LOS ANGELES COUNTY
LANCASTER
14
PALMDALE
5
SANTA CLARITA
VENTURA COUNTY
SAN BERNARDINO COUNTY
118
210
City of Azusa
170
BURBANK
PASADENA
101
134
210
2
101
LOS ANGELES
405
10
10
60
SANTA MONICA
605
57
110
710
5
PACIFIC OCEAN
91
ORANGE COUNTY
Scale in miles
0
5.0
10.0
15.0
LONG BEACH

Regional Location

GENERAL PLAN UPDATE

FIGURE I-1


CITY OF AZUSA
CITY OF DUARTE
CITY OF GLENDORA
CITY OF IRWINDALE
CITY OF COVINA
San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
Sierra Madre Avenue
W. 10th St
San Gabriel Avenue
Azusa Avenue
Todd Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Barranca Avenue
Alosta Ave
Citrus Avenue
Cerritos Avenue
Baseline Road
Vernon Ave
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500

LEGEND:

▨ City of Azusa

▨ City of Azusa Sphere of Influence

City of Azusa
GENERAL PLAN UPDATE

FIGURE I-2

incomes, etc. This puts Azusa, both geographically and socially in a unique position as "the heart of the San Gabriel Valley."

General Plan History

The last time the City of Azusa updated its General Plan was twenty years ago in 1983. Given the changes in our society and in our community, a new plan was long overdue. But the Azusa City Council set a higher goal than just rewriting the old plan. Their aim was to involve hundreds of active citizens in charting our community's rebirth. Despite limited resources, Azusa embarked on the most ambitious General Plan effort ever undertaken by a California city of our size.

The effort that began with the 1999 Future Fiesta has culminated in a new vision of Azusa as the Gateway to the American Dream. As required by State Law, an Environmental Impact Report is being prepared analyzing the probable environmental impacts associated with the growth and changes envisioned in the years ahead.

Where Do You Live &

Second Citizen's Congress
Registration
CITY OF AZUSA

The General Plan applies directly to the area within the City's boundaries. While those areas in the City's Sphere of Influence are currently within the County of Los Angeles' jurisdiction, the County is required to refer to the City of Azusa's General Plan before taking any policy action affecting them. This General Plan will apply directly to areas within the Sphere of Influence if and when they are annexed into the City of Azusa.

General Plan Legal Requirements

A City's General Plan is often described as a city's constitution for development. Based on the community's vision for long-term physical growth and preservation, it informs residents, property owners, and prospective investors and business interests of our goals, policies, and development standards. In law and practice it must guide all future development regulations and decisions.

The General Plan must also be:

- **Long-range:** Almost any development decision has effects lasting more than 20 years and should be measured against where we want our community to be down the road.
- **Comprehensive:** It is never wise to only look at one aspect of a decision when almost all

our actions affect far more. By linking land use, transportation, environment, economics and other factors together, the plan works for overall progress.

- **General:** Since it is long-range and comprehensive, the plan must be broad and flexible. The plan provides principles and an overall framework for detailed public and private development decisions. It also establishes requirements for additional planning studies where greater specificity is needed (the Azusa/San Gabriel avenues two way traffic study, for example.) State law requires each General Plan to specifically address at least seven subjects or elements: land use, circulation, open space, housing, conservation, safety, and noise. In this plan, these are grouped into three themes: The Built Environment, Economy and Community, and the Natural Environment.

By law, every General Plan includes a land use map, traditionally the basis of zoning. This General Plan complies with that legal mandate, but represents a major shift away from conventional zoning. By returning to the traditional framework of neighborhoods, districts, and corridors, it aims to create a more dynamic and livable mix of complementary uses. Conventional zoning was originally set up to protect residential quality of life from the intrusive impacts of heavy industry. But it has led to a complex and outdated effort to rigidly separate all kinds of uses that can and should co-exist together in a healthy community.

Among California cities, Azusa is one of the first to break with these failed policies and aim instead to focus on physical design to harmonize and balance the essential elements of community life, including homes, workplaces, shops, public facilities (such as schools and parks) as well as the complex and ever changing web of places where people choose to spend time together from houses of worship to sidewalk cafes.

Putting Together the General Plan: Engaging Azusa's Citizens

Due to the complexity and time involved in developing a General Plan, most cities appoint a citizen committee, usually called the General Plan Advisory Committee (GPAC). An effort is made to be "representative" of the larger community by selecting "stakeholders" representing homeowner groups, business and real estate interests, environmental advocates, and community leaders. These citizens meet regularly and become deeply involved in shaping the plan. The general public usually has an opportunity to participate only by going to the GPAC meetings, participating in occasional public workshops or waiting until the very end to testify at final public hearings.

Azusa chose to take a different route. Instead of appointing a small committee, all residents and business owners were invited to participate through the Citizens' Congress. Over a period of three years, hundreds of Azusans took part in shaping the values, identifying the issues and coming up with solutions spelled out in this General Plan. (See Table I-1)

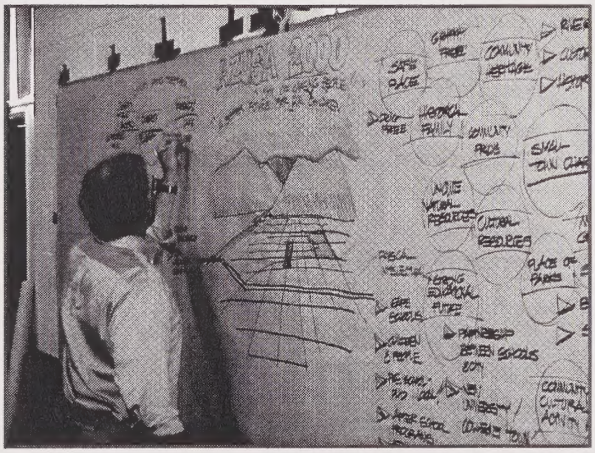
Table I-1

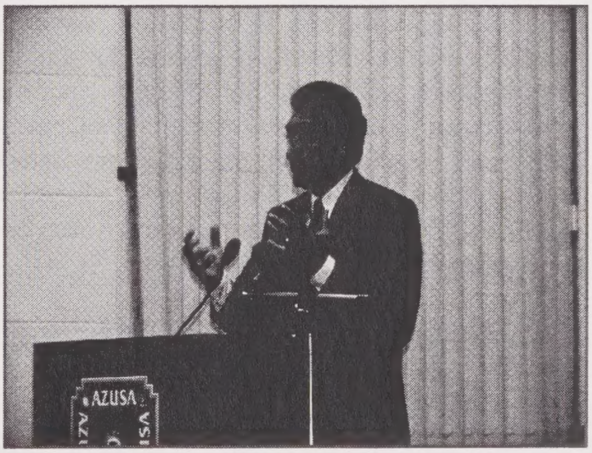
Citizens' Congress Events

Event	Date	Content
Future Fiesta I	October 1999	An interactive public event, held at the Golden Days Carnival, asking participants their opinions on what they like about their neighborhood and City, what they would like to change, what they value in their City, and why they like to live in Azusa.
Citizens' Congress I	May 200	A two day visioning event, conducted in both English and Spanish, where over 400 delegates discussed the opportunities, constraints, and vision for education/library, health and safety, transportation, home sand neighborhoods, economic development, Downtown and other commercial neighborhoods, and the natural area.
La Reunion de la Comunidad	July 2000	A half day session conducted in Spanish where participants were asked their vision for education/library, health and safety, transportation, homes and neighborhoods, economic development, Downtown and other commercial neighborhoods, and the natural areas.
Future Fiesta II	October 2000	An interactive event held during the Golden Days Carnival that previewed land use alternatives strategies for Downtown and the Monrovia Nursery site.
Citizens' Congress II	October 2000	An interactive public event with over 200 delegates, reviewed land use alternative strategies and their impacts and selected preferred plans for the change areas.
Community Forum for Education, Health & Safety	December 2000	100 participants reviewed Citizens' Congress I input for these issues, discussed progress that has been made since Citizens' Congress I, and discussed the next steps for these issue areas.
Neighborhood Congress Meetings	February 2001	In a series of meetings held at local schools, neighborhood assets, constraints, and "liable neighborhood solutions were discussed for each neighborhood.
Building Safe, Friendly, and Healthy Neighborhoods in Azusa	May 2001	Discussed ways to build new and revitalized existing neighborhoods.
Citizens' Congress III	June 2001	An interactive public event where delegates affirmed the vision for Azusa and the bold moves that will make that vision happen.
Monrovia Nursery Public Process	September 2001 through April 2002	A series of four public charrettes, lively public discussions and plan review/critique sessions were conducted to determine the community's vision and preferred plan for the 520 acre site known as the Monrovia Nursery. The four public sessions were titled: Meet the Designers; The Future of Monrovia Nursery: A Community Decision (also known as Plans Revealed!); Designers, Elements, and Issues; and Monrovia Nursery Draft Plan Revealed.

Table I-1 (continued)
Citizens' Congress Events

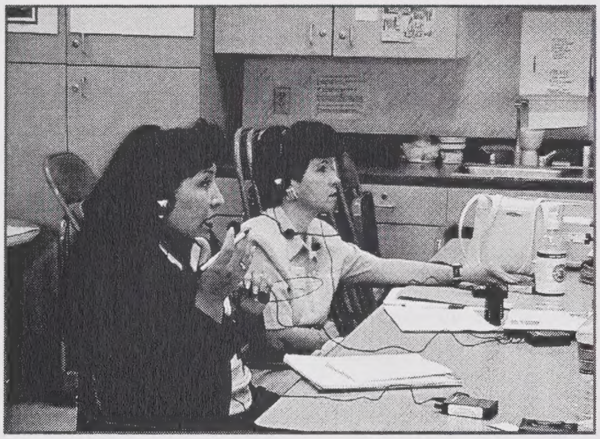
Event	Date	Content
Citizens' Congress: My Neighborhood! My Town!	January 2002	A series of five neighborhood workshops, typically held in local schools, had the local neighborhoods determine which "bold moves" to be implemented in their neighborhoods.
Citizens' Congress IV: The Great Debate	February 2002	Focused on four significant issues that had been hotly discussed in the previous public meeting with the purpose of gaining some type of consensus.
Neighborhood Meetings	September and October 2002	Discussed the draft General Plan's potential implementation and its possible impacts on each neighborhood.
Citizens' Congress V: Test Drive Azusa's Future	April 2003	A half day event where 100 delegates prioritized General Plan policies and developed initial implementation methods to make the high priority policies come to life.





The new spirit of engaging citizens began with over 300 citizens who participated in the Future Fiesta held in conjunction with the 1999 Golden Days celebration and continued through five formal sessions of the Citizens' Congress as well as dozens of other workshops and neighborhood meetings. This spirit will carry over into the additional work and study involved in implementing the vision of the General Plan. Public participation is vital, not only to hammering out the details, but also for ensuring that the vision of the Citizens' Congress is actually carried out in the years ahead.

The Zoning Code is being replaced by a new Development Code to provide specific guidelines for new development and building, consistent with the goals of the General Plan. Prior to the Development Code's adoption, the Development Code will undergo significant public review.



Format of the General Plan and Development Code

In keeping with the innovative approach we have taken to public participation and the fresh look that citizens have given to our future development, the formal written documents that implement Azusans' visions do not follow the normal or traditional format or presentation. The General Plan's and the subsequent Development Code's organization and format are designed to be more user-friendly and logical than typical government documents.

Volumes of the General Plan and Development Code

The General Plan and the implementing Development Code are contained in three distinct but related volumes:

Volume I, *Gateway to the American Dream: The Azusa General Plan*

Following the summary of the entire General Plan, this volume covers the seven State-mandated elements as well as the optional elements, organized into three key themes or "Elements of Place":

- **The Built Environment**
  - **City Design** establishes policies for land use and urban design at the citywide scale.
    - **Land Use** establishes land use classifications and governs scale and intensity of development.
    - **Urban Form** guides public and private design standards.
  - **Mobility** integrates the full range of transportation choices with land uses.
  - **Housing** spells out the city's approach to accommodating a full range of opportunities for people to make their home in Azusa. This Element fully incorporates the policies from the Housing Element adopted by the City Council and approved by the State of California in 2001.
  - **Historical and Cultural Resources** seeks to preserve Azusa's historic and cultural resources through adaptive reuse.
  - **Infrastructure** ensures sound planning for utility and other public services including water, electricity, storm drains, sewers, etc.
- **Economy and Community**
  - **Economic Development** promotes a balanced and prosperous climate for compatible business activity and jobs.
  - **Public Services** covers the protection of public health and safety, assisting individuals and families in need and promoting life long learning.
- **Natural Environment**
  - **Open Space and Biological Resources** outlines sustainable management of our natural resources.
  - **Geological Hazards** establishes prudent protections against natural forces including earthquakes, landslides, and flood.
  - **Mineral Resources** seeks improved management of existing mining operations as well as timely reclamation of blighted landscapes.
  - **Air Quality** provides local measures to improve air quality.
  - **Noise** details ways to reduce or mitigate noise pollution.

Volume II, *Azusa Development Code*

Contains the specific goals, policies, programs and development regulations that apply to particular neighborhoods, districts, and corridors.

Also contains detailed design and development regulations governing land use, construction, and renovation.

Volume III, *Compendium*
All other City adopted studies and plans for future community development.

Chapter 3: The Built Environment

Chapter 3: The Built Environment

The General Plan contains three "Elements of Place": the Built Environment, the Economy and Community, and the Natural Environment. This Element of Place, the Built Environment, is the first of the three. It focuses on five areas that are or have been constructed by people. These five areas are:

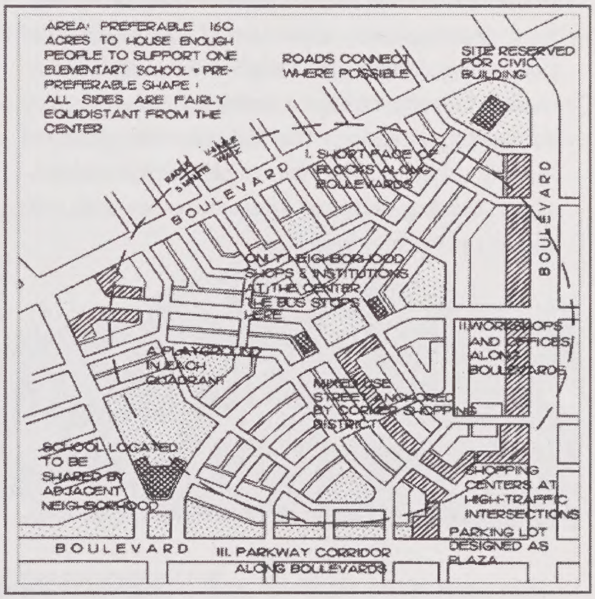
- City Design (land use and urban form)
- Mobility
- Housing
- Historic and Cultural Resources
- Infrastructure

City Design

The citizens of Azusa strongly favor preserving our natural environment and traditional neighborhoods. They also want to reclaim areas that have declined and foster exciting public places that will become the source of civic pride. Azusa is committed to enhancing its distinct identity and sense of place and rejecting conventional development patterns that have made too many towns into dreary sprawl. There is no place in Azusa for more ugly strip malls, "cookie cutter" tract housing or poorly-designed and poorly-maintained apartments.

MEXICAN FOOD
SKY TRAVEL
CATERI
(626) 966-3

Fortunately, placeless suburban sprawl is not the inevitable product of market forces or natural urban cycles. It is allowed or even mandated by counter-productive public policies implemented by rigid zoning code standards and subdivision regulations that segregate complimentary land uses, impose arbitrary parking and density standards, and forbid the human-scale environments of traditional neighborhoods and districts. Besides the loss of a sense of place, conventional land use patterns are costly to the economy and the environment.


AREA: PREFERABLE 160 ACRES TO HOUSE ENOUGH PEOPLE TO SUPPORT ONE ELEMENTARY SCHOOL • PREFERABLE SHAPE: ALL SIDES ARE FAIRLY EQUIDISTANT FROM THE CENTER
ROADS CONNECT WHERE POSSIBLE
SITE RESERVED FOR CIVIC BUILDING
RADIUS 5 MINUTE WALK
BOULEVARD
I. SHORT FACE OF BLOCKS ALONG BOULEVARDS
BOULEVARD
ONLY NEIGHBORHOOD SHOPS & INSTITUTIONS AT THE CENTER
THE BUS STOPS HERE
II. WORKSHOPS AND OFFICES ALONG BOULEVARDS
A PLAYGROUND IN EACH QUADRANT
MIXED USE STREET ANCHORED BY CORNER SHOPPING DISTRICT
SCHOOL LOCATED TO BE SHARED BY ADJACENT NEIGHBORHOOD
SHOPPING CENTERS AT HIGH-TRAFFIC INTERSECTIONS
PARKING LOT DESIGNED AS PLAZA
BOULEVARD
III. PARKWAY CORRIDOR ALONG BOULEVARDS

This General Plan aims to repair the City's damaged urban form and reverse the decline of neighborhoods and districts by applying the principles of New Urbanism (i.e. walkability, connectivity, mixed-use, traditional neighborhood structure, timeless architecture and human-scale urban design). The General Plan promotes a more livable community through raised standards for new development and the removal of the barriers to good urban form that were built into the City's codes.

Statutory Requirements

State of California law (Government Code Section 65302(a)) requires a land use element be prepared as part of a City's General Plan. This section states:

> *A land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.*

The land use section has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be used, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

City Design Big Ideas

Within each of the elements are strong, clear ideas that can bring about significant change for Azusa. These "big ideas" for City Design are:

Land Use

- Safe, high quality homes will be available for all family types and all incomes levels.
- Renew local neighborhoods to ensure safe environments for children, enriched by excellent schools, abundant green space, and a rich community life.
- Corridors that provide both commercial and residential opportunities in mixed-use settings will link neighborhoods to the districts.

- Three pedestrian oriented districts; Downtown, University, and Edgewood.
- A fourth district, West End Industrial District, will provide industrial, manufacturing, and high tech opportunities for small, midsize, and large companies. In addition, some commercial and retail business will be located within the West End district to support the manufacturers and businesses.
- New passive open space and parks, and active recreation areas will be located along the river. A new river parkway with hiking and bike trails will wind its way from Sierra Madre Avenue up to San Gabriel Canyon Road providing a scenic, heavily landscaped, meandering roadway linking the new river amenities to Azusa.

Note: *Existing development refers to existing property improvement and completed construction. New development means building or construction that will occur on land that is currently vacant or on land that has been previously improved.*

- A new unique, specialized low scale small hotel/conference center will serve the region's local businesses who are looking for nearby conference and meeting facilities yet have ambience of being "away from it all" and leaving the hectic pace of the city.

  The hotel/conference center will also serve the large "wedding reception" market. The hotel/conference center will also provide overnight accommodations for those who wish to "make a weekend of it" exploring the local hiking and biking opportunities provided by the river, foothills, and canyons.

Urban Form

CITY-WIDE

City-wide urban form strategies seek to enhance and capitalize upon Azusa's regional location: its immediate proximity to the San Gabriel mountains and San Gabriel River, and its central geographic location within the San Gabriel Valley.

NEIGHBORHOOD

Neighborhood urban form strategies reinforce the primacy of neighborhoods as the foundation of a solid and stable city. The strategies include, but are not limited to:

- establishing neighborhood centers based on civic, commercial and/or recreational uses,
- creating neighborhood parks and open space, where they do not exist; and
- redesign neighborhood streets to encourage pedestrians.

DISTRICT-WIDE

District-wide urban form strategies aim to strengthen the destination nodes of Azusa as centers of the city. These strategies include:

- establishing guidelines and catalytic projects for the Downtown district, civic center and a transit-oriented district;
- encouraging mixed-use development in the Downtown and University Districts;
- implementing a shared parking or "parkonce" strategy for the Downtown and, perhaps, the University District in the city.

CORRIDOR-WIDE

Corridor-wide urban form strategies are aimed at strengthening the corridors that connect the city's districts and neighborhoods to each other and the region. These strategies include:

- balancing car traffic by making corridors safer and more conducive for transit, bikes, and pedestrians;
- establishing each corridor with a unique mix of uses that defines neighborhoods and districts;
- establishing each corridor with a unique mix of uses that defines neighborhoods and districts;
- promoting the idea of corridors as portals of entry into the City of Azusa; and
- promoting the introduction of housing in appropriate densities and forms over and adjacent to retail.

Land Use Existing Conditions

The City of Azusa covers approximately 9.5 square miles (5,544 acres), with another 1,368 acres in our sphere of influence, together totaling 11.8 square miles. Three-quarters is developed with residential, commercial, industrial, institutional and public uses, along with related streets and highways (Figure CD-1). The remainder is natural open space (Table CD-1).

The City's commercial development is concentrated in our historic Downtown and along six major streets: Azusa Avenue, Citrus Avenue, Foothill Boulevard, Alosta Avenue, Gladstone Street, and Arrow Highway. The West End Industrial District is one of the largest business concentrations in the San Gabriel Valley.

1. Residential

On the residential side, Azusa neighborhoods contain nearly 13,000 residential dwellings, offering a wide range of single-family homes, secondary units, apartment buildings, townhomes, condominiums and mobile home parks as well as specialized housing for seniors, congregate care and students. As a result of sustained commitment to promoting home ownership, a majority is again owner-occupied (Azusa was the only city in Los Angeles County to move from majority renters to majority owners during the decade 1990-2000, according to the U.S. Census.)

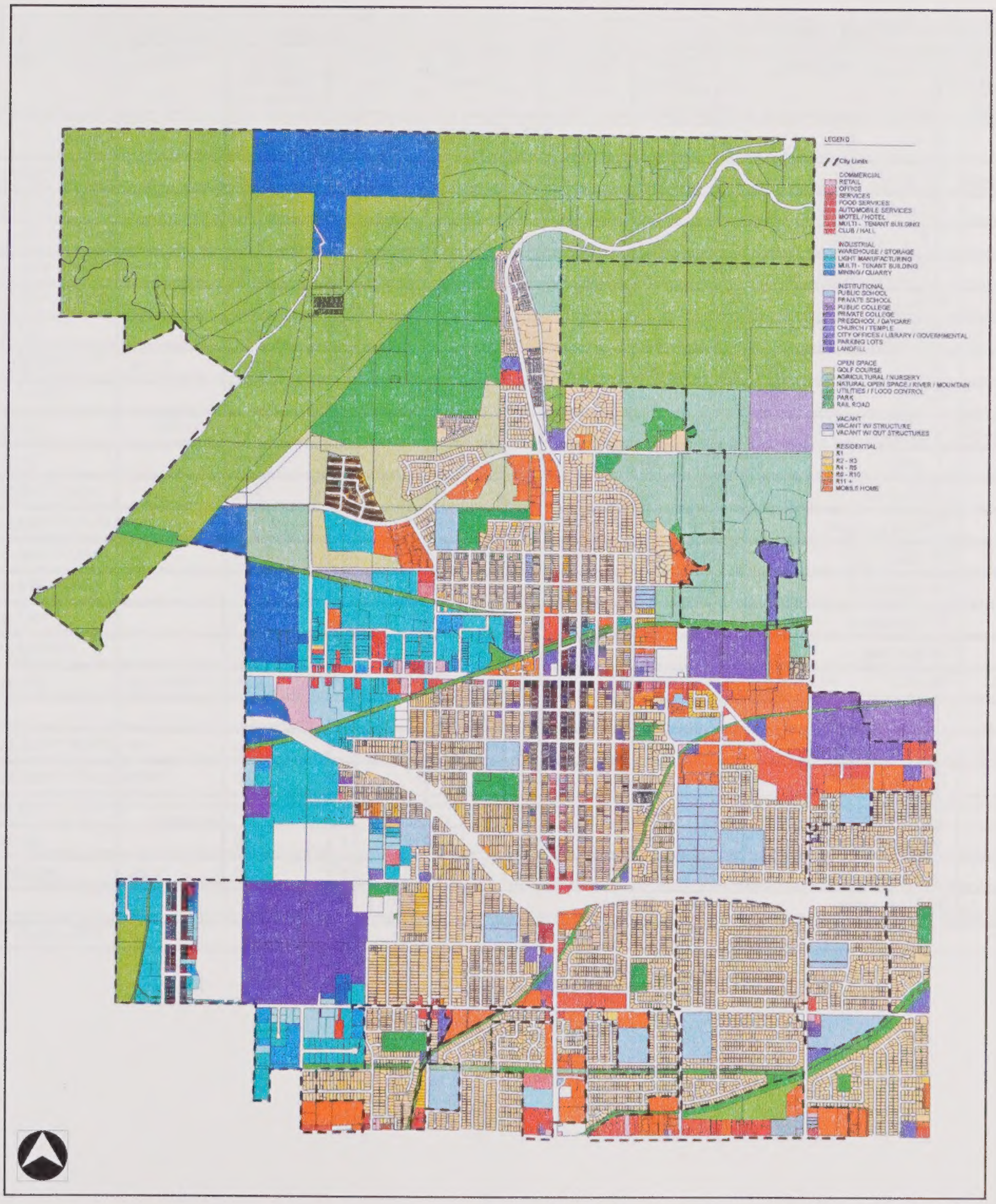
2. Commercial

Azusa suffers from a weak retail/service sector, falling into four broad categories:

- Neighborhood serving: These independent businesses (small groceries, bakeries, dry cleaners etc.) are located in older structures on corners in older residential areas or in small mini-malls along adjacent arterial streets. They appeal primarily to convenience neighborhood residents and those without access to cars.
- Community serving: These service businesses and independent and chain retailers are primarily located along arterials or clustered into automobile-oriented centers served by common parking, with the Edgewood, Foothill Center and College Centers being the largest. Here you find smaller supermarkets, restaurants, independent clothing stores, discounters, health, beauty and other personal or business services.
- Regional serving: Without a major "shopping center," the main regional serving commercial use is COSTCO, which generates one-third of Azusa's sales tax.
- Downtown: Downtown Azusa is undergoing a renaissance that is finally filling long vacant storefronts with distinctive restaurants, independent retailers and a variety of specialized shops.

3. Industrial

While industry is a major driving force of the San Gabriel Valley economy, a disproportionate amount of it is located in cities with few residents, like the City of Industry and Irwindale. Azusa is one of the few older suburbs in the area with a substantial industrial base covering over 10% of the total land area concentrated in the West End Industrial District on both sides of the 210 Freeway. This has also been a growing sector of the economy as "tech-driven" flex space appeals to small and medium size companies looking for combinations of office/assembly/lab and warehouse uses. With the exception of the Northrop-Grumman campus built during the aerospace boom during the Cold War, most industrial concerns employ between 50 and 150 workers. Azusa also continues to be a major source of aggregate mined in two major on-going quarry operations.


LEGEND
City Limits
COMMERCIAL
RETAIL
OFFICE
SERVICES
FOOD SERVICES
AUTOMOBILE SERVICES
MOTEL / HOTEL
MULTI - TENANT BUILDING
CLUB / HALL
INDUSTRIAL
WAREHOUSE / STORAGE
LIGHT MANUFACTURING
MULTI - TENANT BUILDING
MINING / QUARRY
INSTITUTIONAL
PUBLIC SCHOOL
PRIVATE SCHOOL
PUBLIC COLLEGE
PRIVATE COLLEGE
PRESCHOOL / DAYCARE
CHURCH / TEMPLE
CITY OFFICES / LIBRARY / GOVERNMENTAL
PARKING LOTS
LANDFILL
OPEN SPACE
GOLF COURSE
AGRICULTURAL / NURSERY
NATURAL OPEN SPACE / RIVER / MOUNTAIN
UTILITIES / FLOOD CONTROL
PARK
RAIL ROAD
VACANT
VACANT W/ STRUCTURE
VACANT W/ OUT STRUCTURES
RESIDENTIAL
R1
R2 - R3
R4 - R5
R6 - R10
R11 +
MOBILE HOME

Existing Land Use

General Plan Update

FIGURE CD-1

Table CD-1
Existing Land Use

Table 2-1: Existing Land Use

Land Use Categories	Land Uses	Parcel Count	Acres in City	% of City	Parcel Count	Acres in Sphere of Influence	% Sphere	Total Acres	% of City and Sphere
Residential	1 Unit/Lot	5,680	868.67		3,106	466.28		1,334.95	
	2 or 3 Units/Lot	465	86.16		22	5.59		91.75	
	4 or 5 Units/Lot	650	42.91		0	0.00		42.91	
	6-10 Units/Lot	70	17.08		0	0.00		17.08	
	11+ Units/Lot	178	202.50		16	8.55		211.05	
	Mobile Home	12	37.32		0	0.00		37.32	
	Subtotal	**7,055**	**1,254.64**	**22.6%**	**3.144**	**480.41**	**35.1%**	**1,735.05**	**25.1%**
Commercial	Retail	100	26.56		6	1.04		27.61	
	Office	105	20.75		0	0.00		20.75	
	Services	38	5.02		0	0.00		5.02	
	Food Services	57	16.02		5	0.89		16.91	
	Automobile	189	50.57		6	1.58		52.14	
	Motel/Hotel	26	7.91		0	0.00		7.91	
	Multi-tenant	164	74.37		16	2.77		77.14	
	Club/Hall	12	6.07		0	0.00		6.07	
	Subtotal	**691**	**207.26**	**3.7%**	**33**	**6.27**	**0.5%**	**213.53**	**3.1%**
Industrial	Warehouse/Storage	108	60.91		0	0.00		60.91	
	Light	368	326.62		0	0.00		326.62	
	Multi-tenant	100	34.74		0	0.00		34.74	
	Mining/Quarry	29	240.21		0	0.00		240.21	
	Subtotal	**605**	**662.48**	**11.9%**	**0**	**0.00**	**0.0%**	**662.48%**	**9.6%**

Source: City of Azusa, 2002

Table CD-1
Existing Land Use (continued)

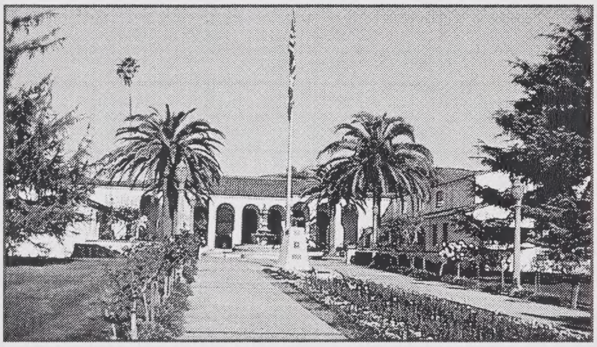
Table 2-1: Existing Land Use (continued)

Land Use Categories	Land Uses	Parcel Count	Acres in City	% of City	Parcel Count	Acres in Sphere of Influence	% Sphere	Total Acres	% of City and Sphere
Institutional	Public School	52	171.68		1	14.23		185.91	
	Private School	8	3.66		0	0.00		3.66	
	Public College	3	7.62		0	0.00		7.62	
	Private College	11	76.41		0	0.00		76.41	
	Preschool/Daycare	15	8.34		0	0.00		8.34	
	Church/Temple	77	35.00		7	9.51		44.50	
	City	117	117.27		1	2.70		19.97	
	Parking Lots	42	15.87		0	0.00		15.87	
	Landfill	10	211.55		0	0.00		211.55	
	Subtotal	**335**	**547.39**	**9.9%**	**9**	**26.44**	**1.9%**	**573.83**	**8.3%**
Open Space	Golf Course	25	110.92		0	0.00		110.92	
	Agricultural/Nursery	24	183.90		15	241.81		425.71	
	Natural Open	217	1,402.22		6	325.24		1,727.46	
	Utilities/Food	111	259.33		179	42.67		302.00	
	Park	25	47.67		2	14.23		61.89	
	Railroad	49	41.54		3	10.89		52.42	
	Subtotal	**451**	**2,045.56**	**36.9%**	**190**	**634.84**	**46.4%**	**2,680.40**	**38.8%**
Vacant	Vacant w/ Structure	57	18.80		5	0.99		19.79	
	Vacant w/out Structure	124	148.79		5	3.96		152.75	
	Subtotal	**181**	**167.58**	**3.0%**	**10**	**4.96**	**0.4%**	**172.54%**	**2.5%**
Streets		n/a	659.39	11.9%	n/a	215.07	15.7%	874.46	12.7%
Total		**9,318**	**5,544.31**		**3,386**	**1,367.99**		**6,912.30**	

Source: City of Azusa, 2002

4. Institutional

Public and private institutional uses are the other major land use in Azusa, covering 10% of the city's acreage. The largest use is the 211 acre landfill at Gladstone Street and Irwindale Avenue, followed by the campuses of the Azusa Unified School District. Azusa Pacific University has two campuses east of Downtown. Governmental offices are concentrated in the historic Civic Center (Library, City Hall, Police Department, Senior Center, and City Park.)



5. Open Space

Azusa is blessed with tremendous open space resources, with nearly 40% of the City undeveloped or devoted to commercial nursery use, parks, flood control channels, utility easements, and a golf course. Natural open space is focused on the San Gabriel Mountains and River areas that are a key priority for preservation and restoration as well as for habitat and recreational resources.

Neighborhood park space is at a premium, particularly south of the 210 Freeway. Memorial Park functions as the most used park in the system, with active uses competing with passive recreation because of the shortage of park acreage.

6. Transportation Network

Streets and highways occupy a huge share of the community's available land – well over 10%. These often bleak and auto-oriented environments are one of the areas of greatest opportunity to beautify and improve for use by pedestrians, bicyclists, and public transit users.

Land Use Issues

Over the past hundred years, particularly since the suburban boom after World War II, virtually all of the developable land within the City of Azusa and its Sphere of Influence has already been developed. That dictates the fundamental patterns and distribution of land use. But over the next twenty years, both rehabilitation and redevelopment can substantially reshape the quality of life and standard of living for future residents.

The vision of this General Plan is to reestablish traditional neighborhood fabric where it is frayed or never existed and to strengthen distinct commercial and mixed-use districts. The challenges in this kind of targeted preservation and redevelopment are fundamentally different from the suburban development of vacant or agricultural land. It is inherently more complex not only economically, but also socially and politically as well.

Since a healthy future requires infill and recycling of uses, the new investment must be accommodated in ways that support, rather than erode the health of existing neighborhoods and reinforces Azusa's distinct identity and sense of place.

- The older, traditional neighborhoods and districts of Azusa were long neglected, while the newer development of the last fifty years is largely geared to the placeless auto-oriented landscape of suburban strips and housing tracts.
- Many of the City's homes, townhomes, and apartments are too small and lack the character and durability that make them competitive with newer housing being built in the far suburbs.
- Yet continued increases in land, development, and construction costs put recycling out of reach, particularly for any level of housing affordable to low or even moderate income individuals and families.
- Most of the existing residential neighborhoods lack distinctive character or defined "edges" that bolster the kind of neighborhood identity that can both add value and provide common cause for neighbors to organize to improve their immediate environment.
- While Azusa offers a wide range of job opportunities and is an increasingly active gateway to regional recreational uses, local residents lack an attractive range of retail and service choices. The City's retail areas, particularly in Downtown, are not yet competitive with commercial areas in nearby cities.
- While viable commercial corridors or districts work best with compatible uses conveniently located together, our main commercial corridors (Foothill Boulevard, Alosta Avenue, Azusa Avenue, Gladstone Street, Citrus Avenue) are typical suburban strips with fragmented and often obsolete development patterns.
- New retail and commercial growth will inevitably be adjacent to neighboring residents and businesses, so it must respect their scale and character. New and expanded buildings should enhance, not detract from neighboring uses by appropriate scale and connections as well as high quality and visually distinctive architecture to make more vibrant and prosperous places.
- Industrialization nearly wiped out soft and green connections to the San Gabriel River and mountains. Recapturing the beauty and restorative power of these assets will benefit residents and attract visitors to support new investment and commerce. Protecting the character and habitat of these areas is a vital environmental responsibility.
- The West End Industrial District is a regionally important source of jobs and wealth. A compatible mix of stores, restaurants, gas stations, offices, warehouses, public storage and other uses strengthens the district's vitality, but care must be taken to ensure that other uses do not crowd out the underlying industrial productivity and viability of this important economic resource.
- While Azusa's green spaces are both significant recreational and visual assets for residents and visitors, most of them lie north of the 210 Freeway. Azusa needs to seek maximum joint use opportunities with schools and other partners to enhance and expand green space for active and passive recreation, particularly in the most densely populated areas of the City south of Foothill Boulevard.
- The deep scars of a century of aggregate mining represent both the most calamitous injury and the most extensive opportunity for re-use in Azusa. While existing quarry operations contain substantial unmined reserves, the time has come to plan for the reclamation of these active quarries, reduce the intrusiveness of their impacts, and to better reclaim mined-out quarry sites.

Land Use Vision

Achieving Azusa's future vision rests on improving the connections between pleasant, safe, and walkable neighborhoods and distinct districts offering the stores, workplaces and services needed for a thriving community. The most important links are corridors lined primarily with attractive townhomes, along with an appropriate mix of office and neighborhood retail/services, usually located on the ground floors.

Azusa will also continue to promote our commercial and manufacturing West End, by supporting the retention and expansion of existing businesses and continuing to attract new firms that supply good jobs.

A much greater emphasis will be made in the years ahead on protecting our natural beauty and resources from the mining or development of undisturbed areas along the River and foothills. Azusa will pursue the vision of an eventual 1,700 acre protected area, protecting habitat and providing appropriate recreational opportunities along the river that has nourished human settlement along its banks for 6,000 years.

Land Use Planning Concepts

- Residential areas will emphasize a "sense of place" by strengthening or introducing the physical structures of healthy neighborhoods, including:
    - creating neighborhood centers within in each neighborhood;
    - promoting neighborhood associations to foster community pride, connections, and relationships.
    - improving safety and well-being through the provision of lighting, sidewalks, street trees, traffic calming measures, and other human-scale amenities that foster pedestrian activity but do not create traffic congestion.
- In order to promote a stronger retail and office community, commercial uses will be encouraged to concentrate within the districts rather than along strip commercial corridors. Along the corridors, townhomes and limited commercial uses will be encouraged in mixed-use settings.

- The manufacturing and industrial sector will be protected and promoted to continue to enrich the local and regional economy.
- Passive and active recreational amenities will be encouraged along the river, in detention basins, and quarried areas, as they are reclaimed.

- Recognizing that the market demand for corridor residential and residential/mixed use remains unknown, for environmental evaluation purposes, the 20 year build-out of total residential units in Azusa and its Sphere of Influence has been estimated to be 3,400 total units. Leaving aside the 1,250 units slated for Monrovia Nursery under the Council-adopted Specific Plan, that projects an annual construction of just over 100 units a year.
- Given the troubled past history of many apartments and some condominium projects in Azusa, the Citizens' Congress and City Council seek assurance that the new corridor housing will maintain a high level of maintenance, reflecting high quality design as well as a high proportion of ownership versus rentals. Moreover, since the ownership percentage, household size and make-up of such new housing remains unknown, there is a need to re-evaluate the new housing and its impact on traffic, schools, parks and other public infrastructure when such impacts can be evaluated with greater certainty based on historical data rather than projections.

Land Use Goals and Policies

GOAL

1 **PROVIDE FOR A COMPLETE AND INTEGRATED MIX OF RESIDENTIAL, COMMERCIAL, INDUSTRIAL, RECREATIONAL, PUBLIC AND OPEN SPACE MEETING THE NEEDS OF EXISTING AND FUTURE RESIDENTS AND BUSINESSES.**

POLICIES

1.1 Establish the urban form of neighborhoods, corridors, districts, and recreation/open space as shown on Urban Form Diagram, Figure CD-2. Figure CD-2 indicates the location of neighborhoods, districts, corridors in the urban form structure. Figure CD-3 indicates the proposed land uses for those areas within the urban form structure as well as all other areas of the City and Sphere of Influence. (LU1 and LU2)

1.2 Establish land use designations and appropriate density standards and development standards to:
- ensure a balance of land uses; and
- enhance the City's long-term economic and fiscal well-being, including housing units of all types and prices; retail and commercial uses; employment generating industrial businesses; recreational facilities; governmental services; utilities and infrastructure; institutional and religious; and open space as defined in Land Use Diagram Classification, Table CD-2, and shown on the Regulating Plan, Figure CD-3 and Land Use Diagram, Figure CD-4. (LU1, LU2, and LU24)

1.3 Limit new development on undeveloped lands within the canyons, in the foothills, and in the mountains. (LU1, LU2, and LU6)

1.4 As appropriate, incorporate those areas not yet located within the City of Azusa's jurisdiction in the City's Sphere of Influence. (LU7 and LU11)

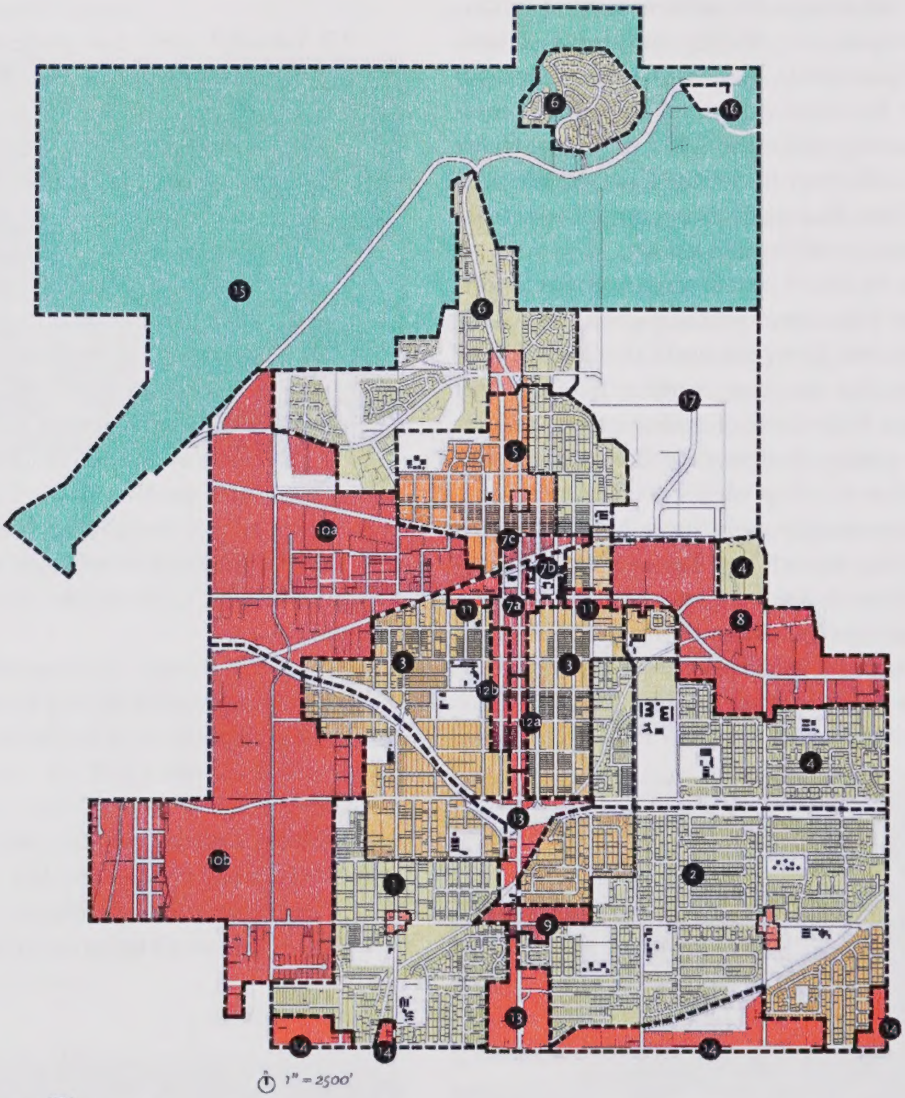
Neighborhoods

GOAL

2 **AZUSA IS A RENEWED COMMUNITY OF BEAUTIFUL HOMES AND STABLE NEIGHBORHOODS PROVIDING A SAFE ENVIRONMENT, GREEN SPACE, AND A BROAD COMMUNITY LIFE.**

POLICIES

2.1 Establish Azusa as a "community of neighborhoods". Using a scale of a five-minute walk, each interconnected neighborhood



KEY

- 🟨 *Neighborhood General : Tract*
- 🟨 *Neighborhood General : Transitional*
- 🟧 *Neighborhood General : Traditional*
- 🟥 *Neighborhood Center*
- 🟥 *Corridors*
- 🟥 *Districts*
- 🟩 *Open Space*

1: Southwest Neighborhoods
2: Southeast Neighborhoods
3: Central Neighborhoods
4: Central East Neighborhoods
5: North Neighborhoods
6: Foothill Neighborhoods
7: Downtown District
  7a: Main Street / Town Center
  7b: Civic Center
  7c: Transit Village
8: University District
9: Edgewood District
10: West End Industrial Districts
  10a: North Portion
  10b: South Portion
11: Foothill Boulevard Corridor
12: Azusa - San Gabriel Avenue Corridors
  12a: Azusa Avenue
  12b: San Gabriel Avenue
13: South Azusa Avenue Corridor
14: Arrow Highway Corridor
15: Open Space
16: Retreat
17: Monrovia Nursery Specific Plan

Urban Form Diagram

GENERAL PLAN UPDATE

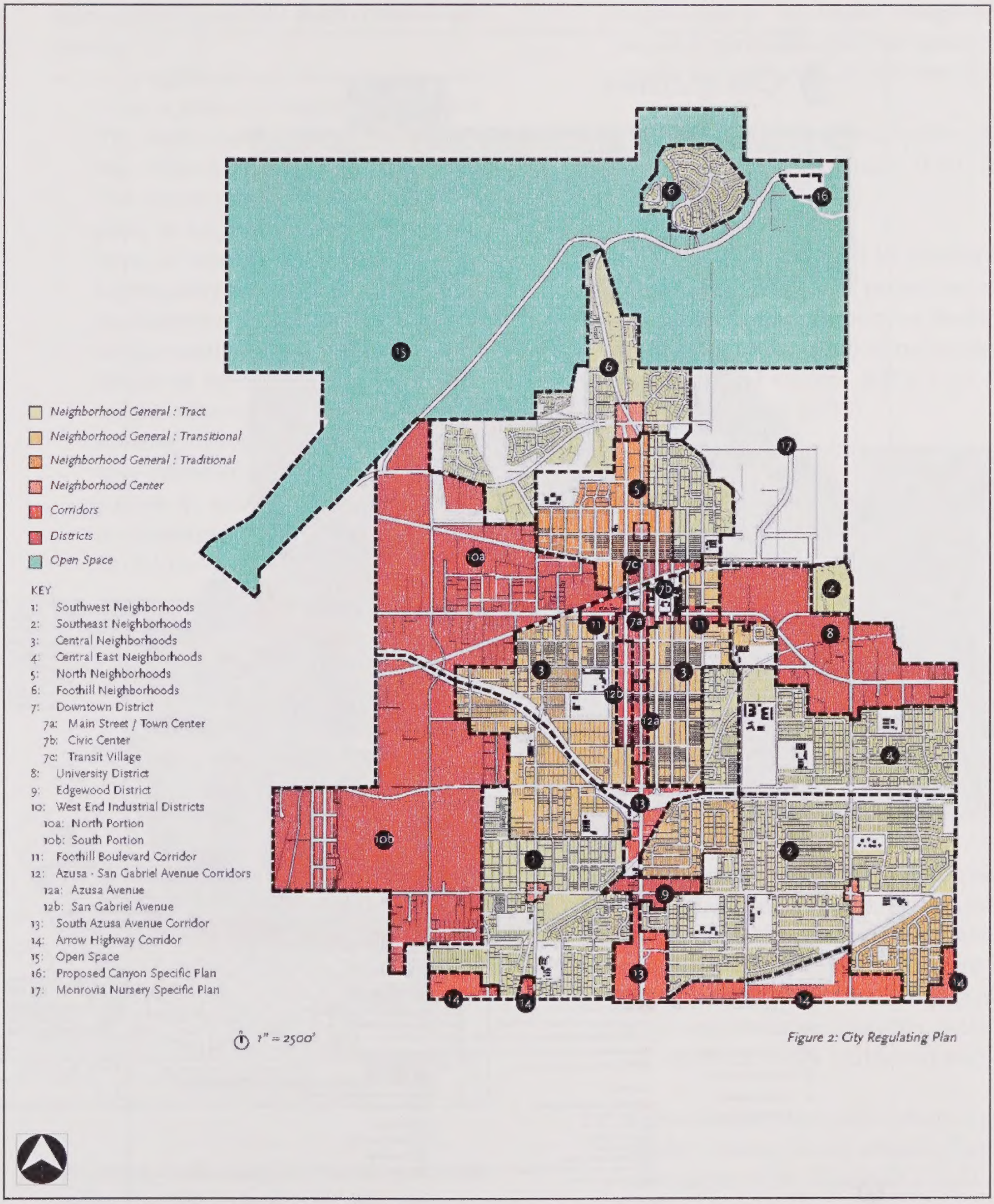
FIGURE CD-2

Table CD-2
Land Use Plan Classification

Category	Typical Principal Use (Not All Inclusive)	Maximum Density/Intensity and Heights (See Figure CD-4)
Low Density Residential	▪ Single Family Residential	0-8 units per net acre
Medium Density Residential	▪ Single Family Residential	8.1-15 units per net acre
Moderate Density Residential	▪ Multi-Family Residential	15.1-27 units per net acre
Neighborhood Center	▪ Neighborhood serving retail (restaurants, household goods, personal services, etc.) ▪ Mixed-use	Single Use Residential: 14-27 units per net acre Single Use Commercial: 0.35-1.8 FAR
Commercial	▪ Retail (restaurants, hosehold goods, personal services, food sales, drugstore, building materials and supplies, overnight accommodations, cultural facilities, professional) ▪ Office	0.35-6.0 FAR
Commercial/Industrial Mix Use	▪ Commercial (office & retail)/Industrial	Mixed Use: 0.5 FAR Single Use Commercial: 0.35-0.5 Single Use Industrial: 2.4 FAR
Commercial/Residential Mixed Use Residential/Commercial Mixed Use	▪ Commercial (office & retail)/Residential ▪ Residential/Commercial (office & retail)	Mixed Use: 1.5 FAR Single Use Commercial: 0.35-1.8 FAR Single Use Residential: 14-27 units per net acre
Recreation/Landfill Mised Use	▪ Recreation/Landfill	N/A
Transit Station	▪ Transit depot ▪ Commercial (retail & office)/Residential Mixed Use	Mixed Use: 2.5 FAR Single Use Residential: 27 units per net acre Single Use Commercial: 2.0 FAR

Table CD-2
Land Use Plan Classification
(Continued)

Category	Typical Principal-Use (Not All Inclusive)	Maximum Density/Intensity ad Heights (See Figure CD-4)
Hotel/Conference Center	▪ Hotel ▪ Conference Center	0.2 FAR
Light Industrial	▪ Light manufacturing ▪ Professional offices ▪ Industrial supporting retail, restaurants, and similar uses	0.5-2.0 FAR
Industrial	▪ Heavy manufacturing ▪ Related use	0.5-3.0 FAR
Institutional/Schools	▪ Religious ▪ Community Meeting ▪ Schools (public and private) ▪ Governmental Offices	0.35-1.2 FAR Must Be Of a Scale and Intensity that Respects Surrounding Uses
Recreation	▪ Dedicated parks or fields	N/A
Open Space	▪ Privately or publicly owned and intended as open space for passive recreation, aesthetic, resource-management, and vested mining.	N/A
Drainage/Utilities	▪ Flood control channels ▪ Electrical easements	N/A


Neighborhood General : Tract
Neighborhood General : Transitional
Neighborhood General : Traditional
Neighborhood Center
Corridors
Districts
Open Space
KEY
1: Southwest Neighborhoods
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12a: Azusa Avenue
12b: San Gabriel Avenue
13: South Azusa Avenue Corridor
14: Arrow Highway Corridor
15: Open Space
16: Proposed Canyon Specific Plan
17: Monrovia Nursery Specific Plan
1" = 2500'
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7a
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10a
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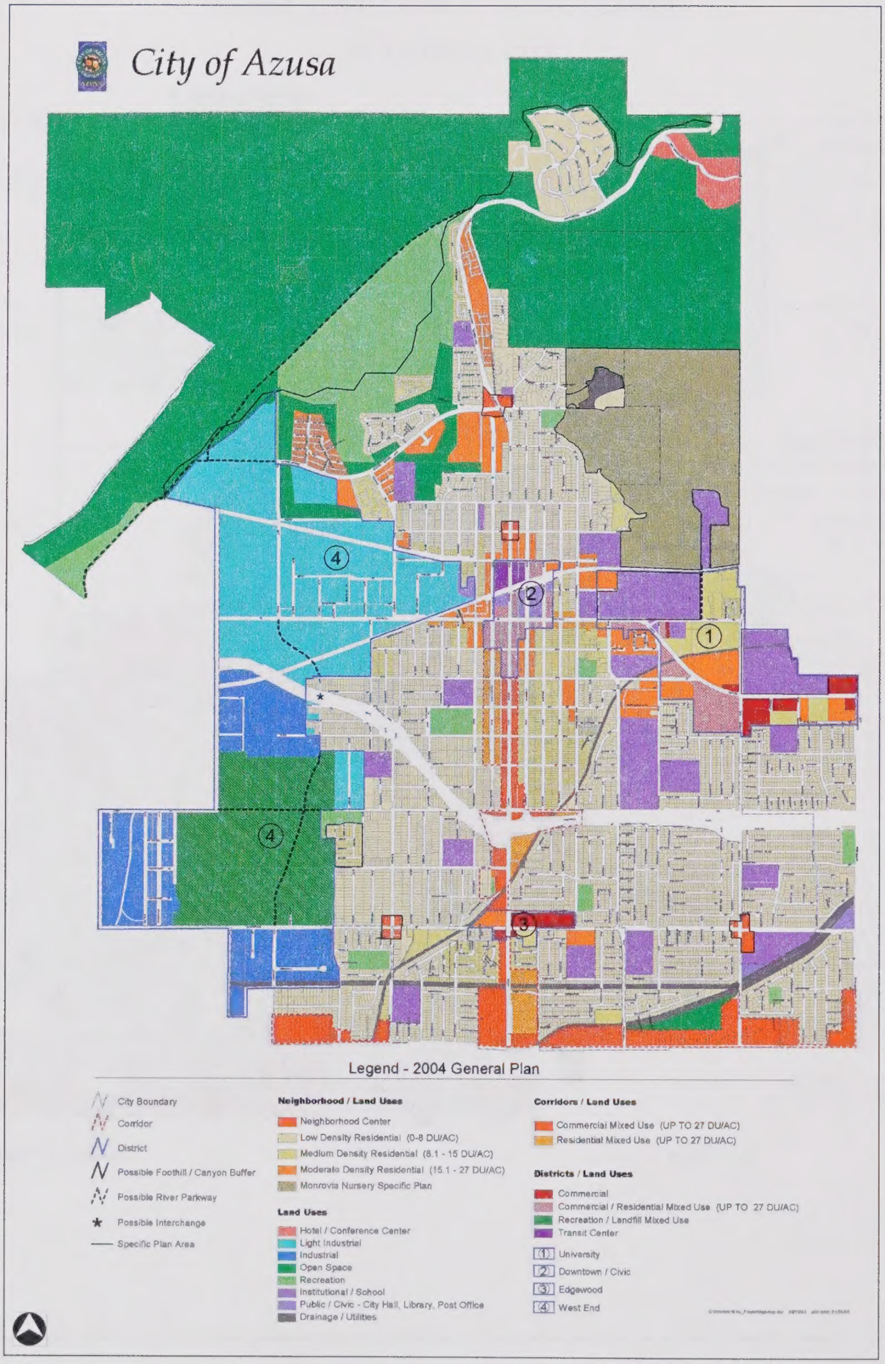
Figure 2: City Regulating Plan

Regulating Plan

GENERAL PLAN UPDATE

FIGURE CD-3


City of Azusa
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Legend - 2004 General Plan
City Boundary
Corridor
District
Possible Foothill / Canyon Buffer
Possible River Parkway
★ Possible Interchange
Specific Plan Area
Neighborhood / Land Uses
Neighborhood Center
Low Density Residential (0-8 DU/AC)
Medium Density Residential (8.1 - 15 DU/AC)
Moderate Density Residential (15.1 - 27 DU/AC)
Monrovia Nursery Specific Plan
Land Uses
Hotel / Conference Center
Light Industrial
Industrial
Open Space
Recreation
Institutional / School
Public / Civic - City Hall, Library, Post Office
Drainage / Utilities
Corridors / Land Uses
Commercial Mixed Use (UP TO 27 DU/AC)
Residential Mixed Use (UP TO 27 DU/AC)
Districts / Land Uses
Commercial
Commercial / Residential Mixed Use (UP TO 27 DU/AC)
Recreation / Landfill Mixed Use
Transit Center
1 University
2 Downtown / Civic
3 Edgewood
4 West End

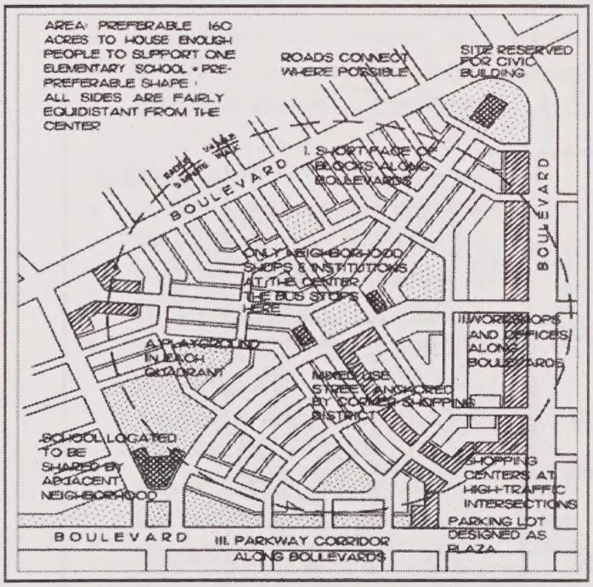
Land Use Diagram

GENERAL PLAN UPDATE

FIGURE CD-4

will develop its own unique character, but all neighborhoods will share common elements:

- a "neighborhood center" that provides a place for neighbors to gather. The center can be located in the middle of the neighborhood or at its edge. The center might include a school, a park, a neighborhood store, or perhaps, all three;
- high-quality new and renovated homes available to a broad range of buyers;
- single family homes will be the predominate type of housing within the neighborhood, but a mix of other housing types will be permitted if they currently exist or if they are compatible in scale and character as the surrounding neighborhood. (LU1, LU3, LU6 and LU9)


AREA: PREFERABLE 160 ACRES TO HOUSE ENOUGH PEOPLE TO SUPPORT ONE ELEMENTARY SCHOOL • PREFERABLE SHAPE : ALL SIDES ARE FAIRLY EQUIDISTANT FROM THE CENTER
ROADS CONNECT WHERE POSSIBLE
SITE RESERVED FOR CIVIC BUILDING
I. SHORT FACE OF BLOCKS ALONG BOULEVARDS
BOULEVARD
BOULEVARD
ONLY NEIGHBORHOOD SHOPS & INSTITUTIONS AT THE CENTER
THE BUS STOPS HERE
II. WORKSHOPS AND OFFICES ALONG BOULEVARDS
A PLAYGROUND IN EACH QUADRANT
MIXED USE STREET ANCHORED BY CORNER SHOPPING DISTRICT
SCHOOL LOCATED TO BE SHARED BY ADJACENT NEIGHBORHOOD
SHOPPING CENTERS AT HIGH-TRAFFIC INTERSECTIONS
PARKING LOT DESIGNED AS PLAZA
BOULEVARD
III. PARKWAY CORRIDOR ALONG BOULEVARDS

2.2 Working with neighborhood residents, refine the "Neighborhood" Map to accurately reflect neighborhood edges (Figure CD-5). (LU15)

2.3 Establish neighborhood associations and organizations to create neighborhood improvement strategies and foster neighborhood social and safety events. (LU15)

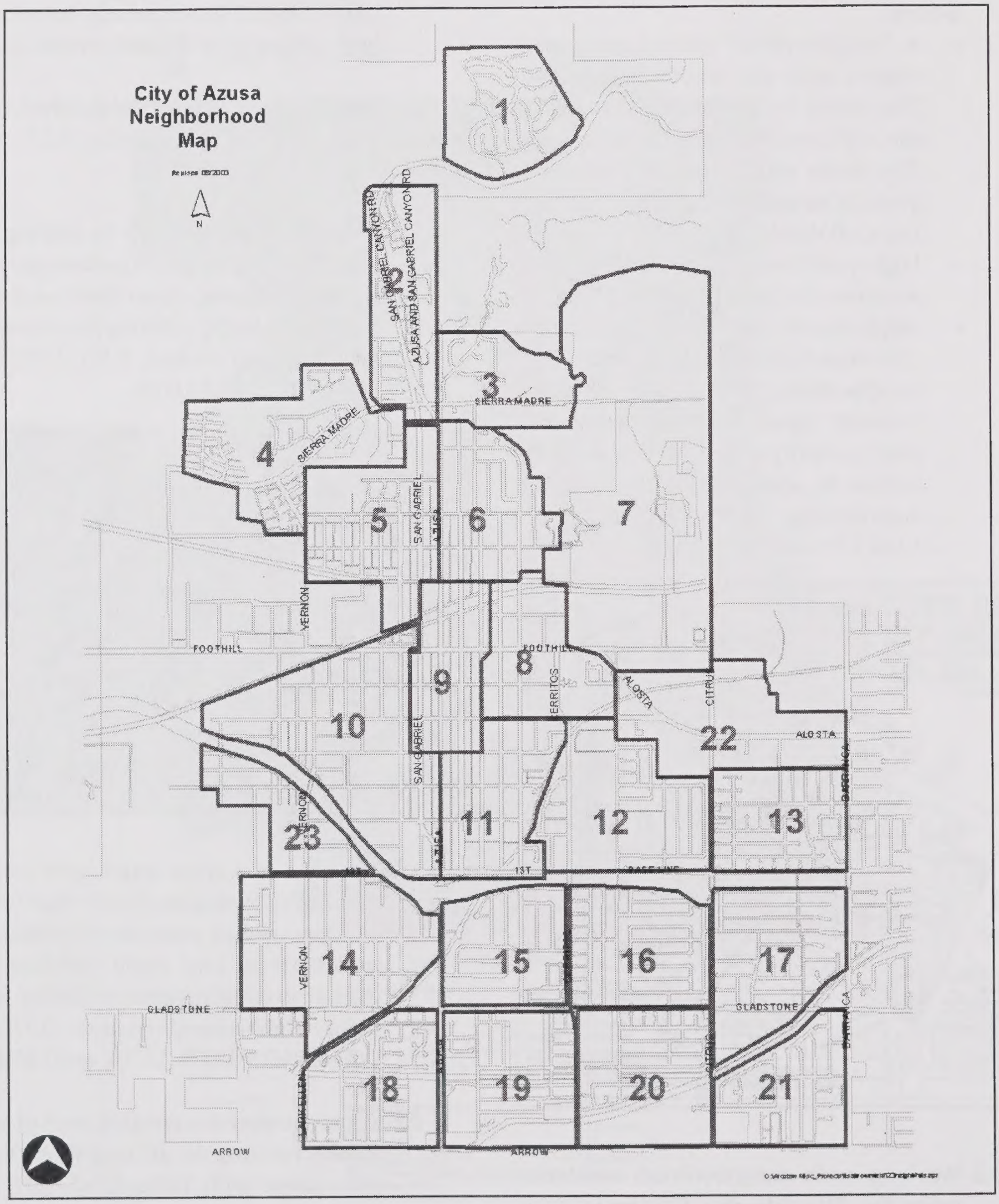
2.4 Preserve and protect established, stable residential neighborhoods. (LU1, LU13, LU14, LU17, and LU18)

2.5 Enhance neighborhoods by adding traditional elements such as pedestrian oriented, street lighting, street trees, landscaped parkways, traffic calming measures, and neighborhood centers. (LU1, LU3, LU13, LU14, LU16, and LU18)

2.6 Permit and, as appropriate, encourage the rebuilding of neighborhoods that have areas damaged by poor development, poor maintenance, and rapid resident turnover in an effort to restore stability and rebuild neighborhood character. (LU1, LU3, LU 10, LU13, LU14, LU16, and LU18)

2.7 Accommodate the development of single-family housing in all neighborhoods in accordance with Table CD-2. (LU 1 and LU2)

2.8 Accommodate the development of multifamily housing along the corridors,


City of Azusa
Neighborhood
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SAN GABRIEL CANYON RD
AZUSA AND SAN GABRIEL CANYON RD
SIERRA MADRE
SAN GABRIEL
AZUSA
VERNON
FOOTHILL
CERRITOS
ALOSTA
CITRUS
BARRANCA
1ST
BASELINE
GLADSTONE
LARK ELLEN
ARROW

Neighborhood Map

General Plan Update

FIGURE CD-5

and as mixed use along the corridors and districts in accordance with Table CD-2. (LU1, LU2, and LU4)

2.9 Require both single family residential and multifamily units and sites be designed to convey a high level of quality and character, and reflect and complement surrounding neighborhood character. This includes, but not limited to:

Single Family and Multifamily

- using "living space forward" design concepts;
- modulation and building elevation articulation and masses (avoiding undifferentiated "boxlike structures");
- incorporating well-defined roof lines;
- using extensive site landscape to complement the architectural design of the structure; and
- minimizing the amount and width of paving in front and side yards for driveway and garage access.

Multifamily

- conveying the visual character of individual units rather than a singular building mass and volume for multifamily structures;
- including separate, well-defined entries for each residential unit;
- locate the first occupiable floor at or near the predominate grade elevation, ensure subterranean parking facilities are not visible from the street frontage; and
- siting and design of parking areas and facilities to be integrated with and not dominate the architectural character of the structure. (LU1, LU2, LU6 and LU9)

2.10 Require new residential development in existing traditional residential neigborhoods to be compatible with existing structures, including the:

- maintenance of the predominant existing front yard setback; and
- use of complementary building materials, colors, and forms, while allowing for flexibility for distinguished design solutions. (LU1, LU6, and LU9)

2.11 Require the design of new residential developments to include the following:

- greenbelts, sidewalks, landscaped parkways, parks, recreation amenities, and other community amenities;
- minimizing the width of streets to encourage pedestrian activity and to slow traffic, as appropriate;
- potentially, include well designed and lighted alleys to minimize the dominance of garages along street frontage;
- siting of development to avoid disturbances of sensitive areas and maintain important environmental resources, including topographical formations and habitat; and
- accommodate the development of recreational, community meeting, educational, and day care facilities in all residential areas, provided that

they are compatible with the intended residential function and character of the neighborhood, and subject to City review and approval. (LU1, LU2, LU6, LU8, LU9, and UF4)

2.12 Allow for the development of housing types intended to meet the special needs of senior citizens, the physically challenged, and low and moderate income households provided that the units are designed to be compatible with adjacent residential structures. (LU1, LU2, and LU3)

Corridors

GOAL

3 AZUSA'S CORRIDORS WILL BE TRANSFORMED INTO WELL-PLANNED TRANSIT CORRIDORS, PROVIDING SOME RETAIL AND COMMERCIAL OPPORTUNITIES IN MIXED-USE SETTINGS, PROVIDING OPPORTUNITIES FOR NEW HOMES, AND CONNECTING ALL OUR NEIGHBORHOODS AND DISTRICTS.

POLICIES

3.1 Strengthen the four corridors (Azusa Avenue South, San Gabriel Avenue, Foothill Boulevard, and Arrow Highway) through:

- encouraging mixed-use development where commercial and retail uses are located on the lower floor and residential units are located on upper floors in individual buildings (see Land Use Diagram and Regulating Plan);
- encouraging infill residential development in a mixed-use or "single use" setting;
- encouraging the recycling of marginal "stand alone" commercial uses into mixed-use settings and infill residential uses; and
- When planning for the narrowing of San Gabriel Avenue, consider the right-of-way needs for the Golden Days Parade.

The corridors' character should be strengthened according to their predominate character:

- San Gabriel Avenue – shall be predominately residential with "stand alone" single and multifamily homes; some supportive, smaller scale commercial (neighborhood serving retail, restaurants, etc.) uses in "stand alone" or mixed-use structures; and a narrowing of the street through the possible use of landscaped medians and widened landscaped parkways;
- Azusa Avenue (South) – shall be predominantly commercial uses in mixed-use setting nearby Downtown and near the freeway and transitioning to predominately residential uses in both mixed-use and single use structures farther south;
- Foothill Boulevard (west of Downtown)—should be predominately residential character with housing occurring in both stand alone and in mixed-use settings. Foothill Boule-

vard (between Downtown and the University District)—shall be predominately commercial with the inclusion of housing as mixed use.

- Arrow Highway – shall be a mix of residential and commercial uses in single use structures as well as mixed-use structures. Heightened design awareness is necessary, given this corridor is the southern edge of the City. (LU1, LU6, LU9, LU10, LU14, and LU16)

3.2 Multifamily and mixed-use units and sites are designed to convey a high level of quality and character, and reflect and complement surrounding neighborhood character. This includes, but is not limited to:

- using "living space forward" design concepts;
- modulation and building elevation articulation and masses (avoiding undifferentiated "boxlike structures");
- incorporating well-defined roof lines;
- using extensive site landscape to complement the architectural design of the structure;
- conveying the visual character of individual units rather than a singular building mass and volume for multifamily structures;
- including separate, well-defined entries for each residential unit;
- locating the first occupiable floor at or near the predominate grade elevation, ensure subterranean parking facilities are not visible from the street frontage; and
- siting and design of parking areas and facilities to be integrated with and not dominate the architectural character of the structure. (LU1, LU2, LU3, LU4, LU6, and LU9)

3.3 Require new developments to provide for on-street landscaping, landscaped parkways, and other streetscape as specified in the Urban Form Element and Development Code. (LU1 and LU6)

3.4 Limit strip commercial zoning throughout all of the corridors. (LU1)

Districts

GOAL

4 **AZUSA WILL HAVE A THRIVING AND WELLBALANCED BUSINESS SECTOR LOCATED WITHIN THREE PEDESTRIAN ORIENTED DISTRICTS THAT PROVIDE DINING, RETAIL, OFFICE, AND ENTERTAINMENT EXPERIENCES, AND ONE INDUSTRIAL/TECHNOLOGY DISTRICT THAT PROVIDES "TECH -DRIVEN" MANUFACTURING, WAREHOUSING, AND OTHER INDUSTRIAL USES ALONG WITH SUPPORTING COMMERCIAL USES.**

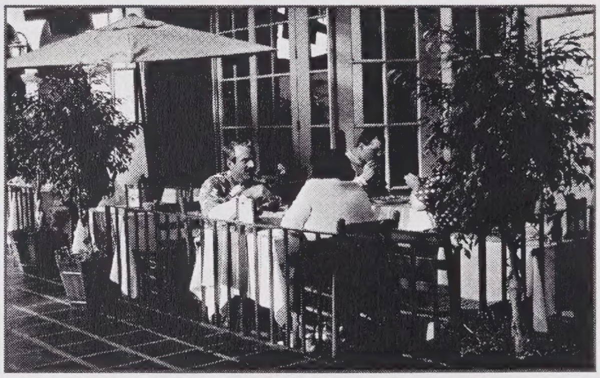
POLICIES

4.1 Foster commercial activity in four focused districts: Downtown, University, Edgewood, and West End, not precluding appropriate activity in other locations such as neighborhood centers and corridors, as specified in this General Plan. (LU1 and LU4)

4.2 Encourage the revitalization of the four districts each with its special or unique focus, identity, and mix of uses:
- Downtown District is the heart of the City to be anchored by the Gold Line light rail transit station and transit oriented development at the northern end. Downtown will provide a "distinctive" shopping experience with smaller stores, restaurants, and entertainment, art and cultural events, public plazas and gathering places, all building on the historic architecture in the area. Downtown will emphasize pedestrian oriented commercial and residential uses in a mixed-use setting.

- University District will serve residents on the east side of the city as well as the students, faculty, and staff associated with the Citrus College and Azusa Pacific University. This district will be transformed into a pedestrian oriented activity node based on a revitalized Foothill Center and Promenade Center providing full service markets, shopping, and dining experiences.
- Edgewood District serves the southern area residents with shopping, dining, and services. The Edgewood District will be an attractive southern gateway to the City.
- West End Industrial District will be the main job center and economic base of Azusa providing specialized, technological, and manufacturing employment opportunities and supporting retail and commercial uses. (LU1, LU4, LU6, and LU14)

4.3 In the Downtown, University, and Edgewood districts:
- Encourage the development of outdoor dining, "sidewalk" dining and other similar uses that do not impede pedestrian activity.



- Encourage the development of housing in both mixed-use settings and "stand alone" structures, provided that the "stand alone" structures provide each unit with ground floor individual entry, and the architecture and site design convey the sense of individual units.
- Require all new development and encourage the remodeling of existing buildings to provide the maximum window exposure and minimize "blank wall" exposure to the sidewalk and street.
- Encourage the development of shared parking or "park once" parking concepts.

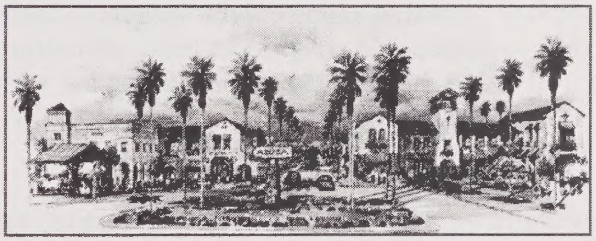
- Require single level, "at grade" parking facilities to be generously landscaped with shrubs and trees.
- Commercial uses are the use of "first choice" to wrap around the first story exterior of parking structures. However, if other types of uses can be proven to further pedestrian oriented goals and blend with the surrounding environment, then the Planning Division may consider their use as parking structure "wrappers".
- Link individual buildings, public plazas, and parking facilities with each other through the use of walkways and sidewalks.
- Require new developments and substantially remodeled commercial developments to integrate sidewalks, plazas, and other amenities that contribute to pedestrian oriented activities.
- Maintain distinctive and pleasant physical environments for the districts through public streetscape, landscaped parkways, pocket parks, and street amenities (water fountains, shaded benches, shaded bus shelters, trash receptacles, pedestrian scaled lighting, public and entry signage, etc.) (LU1, LU2, LU3, LU4, LU6, LU9, LU10, and LU14)

4.4 Encourage tax generating uses that are active each day of the week in the Downtown District. (LU1)

4.5 Within the Downtown District and the Promenade area of the Monrovia Nursery site, provide for the development of a Gold Line transit station (to be served by rail, bus, and private vehicles), supporting transit-oriented development including passenger service uses and commuter/residential uses (dry cleaners, bakeries, small grocers, etc.). (LU1)

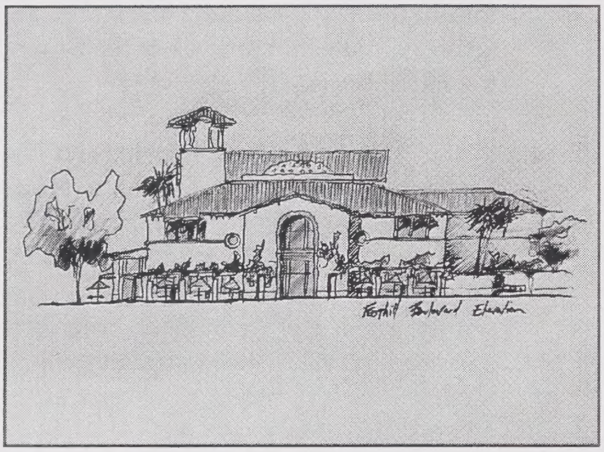
4.6 Strengthen the "Civic Center" area, through the:

- library expansion and/or relocation;
- post office relocation;
- a shared parking facility/public plaza development;



- Council Chambers and City Hall modernization and, possible, expansion;
- Historical Museum enhancement, and possible, expansion; and
- direct pedestrian links between civic uses (Police Department building, City Hall complex, Library, Senior Center) with the Downtown and a Gold Line transit center. (LU1, LU10, and LU11)

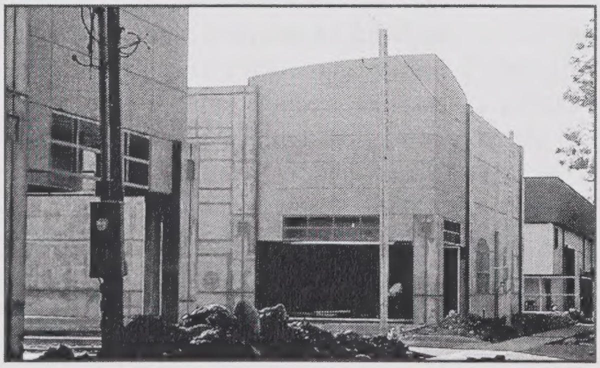
4.7 Accommodate both residential and commercial development within the University District and Edgewood District that serves local residents, such uses include full service markets and other stores, restaurants, and services such as beauty shops, dry cleaners, etc. (LU1)



4.8 Accommodate industrial, manufacturing and supporting commercial use within the West End Industrial District and in accordance with Table CD-2. (LU1)

4.9 Require buildings within the West End Industrial District to be uniquely identifiable, distinguished in their architecture and site planning, and compatible with adjacent uses and districts. (LU1, LU3, LU6, LU9, and LU10)

4.10 In the West End Industrial District, establish and require new developments to provide pedestrian and landscape linkages to other areas and businesses within the district and to the Foothill Boulevard corridor, as appropriate. (LU1, LU4, and LU6)



4.11 In the West End Industrial District, along Foothill Boulevard, strengthen the Foothill corridor through:

- encouraging a mix of industrial and industrial serving commercial uses;
- permitting auto related uses and repair uses, however, require service areas and service bays to be designed so that they are not seen from Foothill Boulevard; and
- improving visual quality through encouraging lot consolidation and revitalization, facade improvements, sign control and upgrades, and streetscape improvements. (LU 1, LU4, LU9, LU10, LU14, and LU16)

Commercial and Mixed Use

GOAL

5 ALLOW FOR AND ENCOURAGE THE INTENSIFICATION OF COMMERCIAL USES IN THE CORRIDORS AND IN THE DISTRICTS TO PROVIDE ECONOMIC STABILITY AND TO PROVIDE RESIDENTS WITH ESSENTIAL GOODS AND SERVICES.

POLICIES

5.1 Accommodate development of commercial and mixed-use development in accordance with Table CD-2. (LU1)

5.2 Require new mixed-use and infill residential uses to be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses along and adjacent to the corridors and located behind the corridors, and developed in accordance with the Urban Form Element and the Development Code. (LU1, LU3, LU6, and LU9)

5.3 Require that mixed-use structures be sited and designed to enhance pedestrian activity along the sidewalks, including but not limited to:

- incorporating uses in the first floor along the street frontage that stimulate pedestrian activity, encouraging professional offices and other similar uses to be located in the rear or above the first floor;
- siting the linear frontage of the building along the front property line to maintain a "building wall" character, except for areas contiguous with the structure used for outdoor dining or courtyards;
- incorporating landscaping that visually distinguishes the site or structure (planters, window boxes, etc.);
- incorporating arcades, courtyards, and other recesses along the street elevation to provide visual relief and interest;
- extensive articulation of building facade and use of multiple building volumes and planes;
- using rooflines and height variations to break up the massing and provide visual interest;

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PHOENIX BOOKS
Madison's

- visual differentiation of upper and lower floors;
- distinct treatment of building entrances, use of pedestrian-oriented projections and other signage;
- prohibiting automobile services; and
- limiting drive-thru uses and other similar uses. (LU1, LU3, LU4, LU6, and LU9)

5.4 Encourage building elevations above the second floor to be set back from the street facing facade to minimize the impact of height and bulk on abutting sidewalks and streets. (LU1)

5.5 Require mixed-use structures are designed to mitigate potential conflict between commercial and residential uses (e.g. noise, light, security, and vehicular access) and provide adequate amenities for residential occupants (e.g. on site open space and recreational amenities.) (LU1, LU6, LU8, and LU9)

5.6 Require single level, "at grade" parking facilities to be generously landscaped with shrubs and trees. (LU1)

5.7 Require all new development and encourage the remodeling of existing development to provide the maximum window exposure and minimize "blank wall" exposure to the sidewalk and street. (LU1, LU6, and LU9)

5.8 Promote the development of a small retreat/conference center located at the base of Azusa Canyon to serve regional businesses. Conference center would serve those businesses requiring one or two day retreats/ conferences or the general public for weddings, family reunions, and other personal events. Facilities could include meeting/banquet rooms, limited overnight accommodations, meal service, landscaped grounds, trails, etc. (LU1 and LU4)

Industrial

GOAL

6 AZUSA WILL USE ITS ADVANTAGES (TRANSPORTATION ACCESS, AFFORDABLE POWER AND WATER, SAFE NEIGHBORHOODS, PROXIMITY TO NATURAL RESOURCES) TO BOLSTER ITS TECHNOLOGY AND MANUFACTURING BASE AND TO REMAIN GLOBALLY COMPETITIVE.

POLICIES

6.1 Accommodate industrial development in accordance with Table CD-2. (LU1)

6.2 Require all industrial buildings to be distinctive, constructed of high quality materials, and be of interesting and strong design. All buildings shall be visually attractive from the street, and from adjacent or nearby properties. (LU1, LU3, LU6, and LU9)

6.3 Require rooflines and building elevations to be visually attractive from all vantage points. (LU1, LU6, and LU9)

6.4 Require site development plans to:
- incorporate physical and visual design elements that buffer industrial use from any nearby residential neighborhood or use;
- provide elements that link commercial and industrial uses (sidewalks and paths, common architectural design, signage, landscape, etc.);
- site commercial buildings around common open spaces and plazas accessible to the public; and
- require single level, "at grade" parking facilities to be generously landscaped with shrubs and trees. (LU1, LU6, and LU9)

Public and Institutional Uses

GOAL

7 ENSURE THAT PUBLIC AND INSTITUTIONAL USES SUCH AS GOVERNMENT AND ADMINISTRATIVE OFFICES, RECREATION FACILITIES, CULTURAL CENTERS, AND EDUCATIONAL USES ADEQUATELY SUPPORT THE EXISTING AND FUTURE POPULATION.

POLICIES

7.1 Allow for the:
- continuation of existing public recreational, cultural, educational, institutional and health uses at their present locations; and
- development of new uses in other areas, in accordance with Table CD-2 and contingent on City discretionary review and approval, where they complement and are compatible with adjacent land uses. (LU1, LU6, LU7, and LU9)

7.2 Allow for the development of private recreation, cultural, educational, institutional, and heath-care uses along corridors and in districts, in accordance with Table CD-2, and provided that they are compatible with adjacent uses and subject to the City discretionary review and approval. (LU1, LU6, LU7, and LU9)

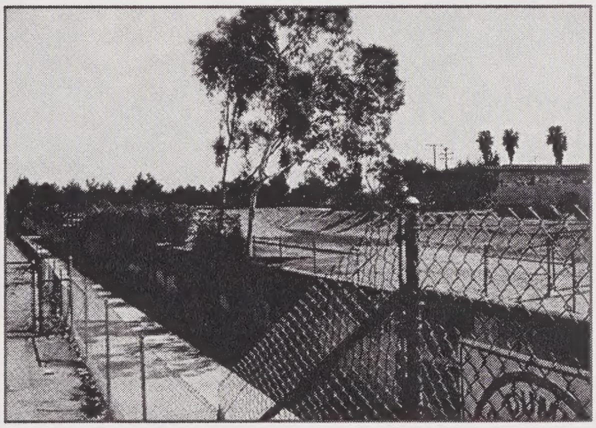
7.3 Allow for the continuation of existing and development of new community meeting facilities, in accordance with Table CD-2, in neighborhood centers, and along corridors where they are compatible with adjacent land uses and subject to the City review and approval. (LU1, LU6, LU7, and LU9)

7.4 Allow for the continuation of existing and development of new child-care and senior-care facilities, in accordance with

Table CD-2, in neighborhoods, and along corridors where they are compatible with adjacent uses and subject to City review and approval. (LU1, LU6, LU7, and LU9)

7.5 Permit, where appropriate, greenbelts, trail connections, and landscaped open space as secondary uses in and/or along flood control channels and storm drainage right-of-ways. (LU13)

7.6 Allow for the reuse of public and utility properties and facilities for private use, with the type and intensity of use to be permitted on site as determined by:



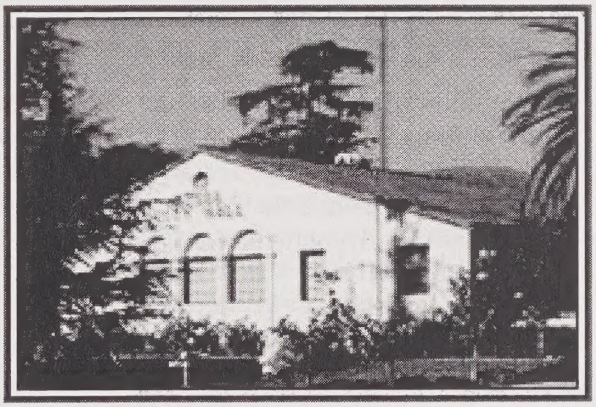
- compatibility with the type, character, and intensity of adjacent uses;
- contribution of public benefits;
- revenue contribution to the City; and
- formulation and approval of specific plan. (LU1, LU4, LU6, LU7, LU9, LU11, and LU20)

7.7 Establish standards for the City and coordinate with other public agencies to ensure that public buildings and sites are designed to be compatible in scale, mass, character, and architecture with existing buildings. (LU1, LU9, and LU11)

7.8 Evaluate the feasibility of expanding the City Hall complex. (LU13 and LU20)

7.9 Designate and acquire, through dedication or other legal means, lands for the continuation and expansion of:

- public streets;
- freeway interchanges; and
- utility corridors, easements, and facilities. (LU1 and LU13)



Recreation and Open Space

GOAL

8 PRESERVE AND PROVIDE OPEN SPACES FOR CITY'S RESIDENTS THAT PROVIDE VISUAL AMENITY, RECREATIONAL OPPORTUNITIES, PROTECT ENVIRONMENTAL RESOURCES, AND PROTECT THE POPULATION FROM NATURAL HAZARDS.

POLICIES

8.1 Designate and accommodate lands for the provision of recreational open space on the Land Use Diagram and on the Land Use Table (Table CD-2) that are sufficient to meet the needs of Azusans. (LU1)

8.2 Designate lands and accommodate for the provision of passive open space on the Land Use Diagram and on the Land Use Table (Table CD-2) that provide balance to suburban development. (LU1)

8.3 Consider establishing a foothill canyon buffer zone at the edge of the foothills to serve as a transition from the urban to non-urban areas and to provide for both human and animal safety, and plant habitat. (LU21 and OS15)

8.4 Actively work with the mining companies to develop reclamation and re-use plans that facilitate the environmentally sound and aesthetically pleasing reclamation of their sites. (LU22 and MR7)

8.5 Actively work with the mining companies to develop reclamation and re-use plans that facilitate the potential for active recreational uses in the detention basins and other quarry oriented sites. (LU22 and MR7)

8.6 Actively work with the mining and waste management companies to develop a golf course or other recreational open space on its landfill site when the landfill has reached its capacity. (LU22)

8.7 Work with other public, quasipublic, and private agencies to develop open space and recreation amenities (trails, paths, parks, trail heads, etc.) along the river and River Parkway. (LU11, LU22, and REC2)

8.8 Seek the introduction of natural habitat and pocket parks into neighborhoods. (LU1, OS1, and OS12)

8.9 Require developers of any use whose scale may significantly impact existing open space resources to allocate sufficient lands as permanent open space for recreation, visual amenity, and/or environmental resources protection (by dedication, easement, or other City approved technique.) (LU5, LU6, and LU7)

8.10 Provide for the development of additional open spaces for recreational purposes in accordance with the Parks Master Plan. (LU 1 and REC3)

8.11 Provide for the acquisition and development of parks and recreational lands and facilities in accordance with the Parks Master Plan. (LU1 and REC3)

8.12 Protect the canyons, foothills, and river as open space and environmental resources. (LU1)

Linkage of Development with Supporting Infrastructure and Public Services

GOAL

9 ENSURE THAT LAND USE DEVELOPMENT IS ADEQUATELY SERVED BY SUPPORTING INFRASTRUCTURE AND PUBLIC SERVICES.

POLICIES

9.1 Plan, implement, and monitor public infrastructure and service improvements necessary to support land uses accommodated by this General Plan. (LU11 and LU12)

9.2 Require that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure. (LU1, LU11, and LU12)

Land Use Compatibility

GOAL

10 ENSURE THE COMPATIBILITY AMONG VARIOUS TYPES OF LAND USES.

POLICIES

10.1 Require the consideration and mitigation of noise, light, vehicular, and other impacts on residential properties in the design of commercial and industrial development. (LU1 and LU6)

10.2 Require on-site lighting of institutional, commercial, and industrial uses be constructed or located so that only the intended area is illuminated, off-site glare is minimized, and adequate safety is provided. (LU1 and LU6)

10.3 Require that the elevation of all parking structures facing residential parcels be lined with residential or commercial uses, enclosed, or controlled to prevent adverse noise and air emissions impacts on residences. Incorporate architectural design elements, such as surface treatments, off-set planes, and structural articulation and landscape, to provide visual interest and to be compatible with adjacent residences. (LU1 and LU6)

10.4 Require rooftop parking adjacent to residential areas be enclosed by a wall or other appropriate element within an adequate distance to prevent adverse visual and noise impacts. (LU1 and LU6)

10.5 Require that entertainment (including sporting), dining, and drinking establishments, and other uses characterized by high activity levels provide adequate physical and safety measures to prevent negative impacts on adjacent properties. (LU1, LU6, and LU7)

10.6 Work with public and private organizations and individuals to minimize the land use impacts in and around the river, the canyons, and foothills, such impacts may include but not be limited to noise generation, natural resources encroachment, air quality degradation, aesthetic degradation, etc. (LU11)

10.7 Control the development of industrial and other uses that use, store, produce, or transport toxins, generate unacceptable levels of noise, air emissions, or contribute other pollutants requiring adequate mitigation measures confirmed by environmental review and monitoring. (LU1 and LU7)

Building and Property Maintenance

GOAL

11 ENSURE THE PROPER MAINTENANCE OF BUILDINGS AND PROPERTIES.

POLICIES

11.1 Require all structures to be constructed in accordance with City building and other pertinent codes and regulations, including all new, adaptively re-used, and renovated buildings; allowing appropriate exceptions for historically-significant buildings. (LU3)

11.2 Periodically review and update the City's building and development codes and regulations to ensure that they incorporate professionally accepted state-of-the-art standards. (LU1, LU2, and LU3)

11.3 Require all developments including renovations and adaptive reuse of existing structures (except historically significant buildings) be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements. (LU1 and LU3)

11.4 Monitor the conditions of buildings in the City and enforce pertinent building and development codes. (LU3, and LU17)

11.5 Promote programs and work with local service, business, and neighborhood organizations to inform property owners and tenants regarding property maintenance responsibilities, and maintenance and rehabilitation opportunities. (LU16, LU17, and LU18)

11.6 Provide economic assistance, as funds are available, for the improvement of physically deteriorated and blighted structures. (LU16 and LU18)

11.7 Require new development and existing development be maintained in a safe manner. (LU23)

General Plan and Development Code Maintenance

GOAL

12 ENSURE THAT THE CITY'S GENERAL PLAN AND DEVELOPMENT CODE ARE UPDATED AND MAINTAINED TO INCREASE EFFECTIVENESS.

POLICIES

12.1 Review the General Plan and the related Development Code, annually, to ensure internal consistency with federal, state, and local regulations and policies. (LU1 and LU19)

12.2 Continue to collect General Plan and other impact fees to pay for the cost of maintaining an up-to-date General Plan, Development Code, and other related plans and documents. (LU19)

12.3 Prepare an annual report apprising the Planning Commission and the City Council of the status of the General Plan. (LU19)

12.4 Exclusive of the separate consideration of the potential build-out of the Monrovia Nursery Specific Plan, as part of the Housing Element update cycle or a threshold of 500 units of new housing in Azusa and its Sphere of Influence, the City shall evaluate corridors zoning and design standards to see if the objectives of the General Plan are being met and if unanticipated issues should be addressed, including nearby usable open space, private space, parking, traffic, school impacts and percentage of owner occupancy of units. Any and all changes needed to address these issues should be taken as appropriate, including, if necessary, modification of the zoning designations, densities, or design standards. A similar evaluation should occur with every Housing Element update cycle or 1,000 units. (LU19)

Land Use Implementation Programs

LU1 REVISE THE DEVELOPMENT CODE

Upon the adoption of this General Plan, the Development Code must be revised to reflect the policies, design standards, intensities, and guidelines established within this and other Elements.

LU2 REVISE SUBDIVISION REGULATIONS

Upon the adoption of this General Plan and the revision of the Development Code, the Subdivision Regulations must be revised to be consistent with these two documents.

LU3 REVIEW AND REVISE THE BUILDING CODE

Upon adoption of this General Plan and the adoption of the revised Development Code, the Building Code shall be reviewed and revised to reflect changes in the Uniform Building Code and State legislation, and changes required to implement this General Plan and the associated Development Code. After this revision, the Building Code should continue to be, periodically, reviewed and updated as necessary.

LU4 SPECIFIC PLANS

State law (Government Code Section 633450) authorizes cities to adopt Specific Plans for implementing their general plans in designated areas. They are intended to provide more finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, parking, architecture, etc.) and circulation and infrastructure improvements. Specific plans are adopted by resolution or as an ordinance. In the latter case, their specifications can amend or add to the zoning regulations for the property. A private or public party can initiate Specific Plans. Costs of City initiated Specific Plans are, most often, reimbursed by pro-rata allocation of fees to developers, business owners, or property owners applying for development permits in the Specific Plan area. Costs for developer-initiated plans are usually borne by the developer.

This General Plan will continue the City's use of Specific Plans to plan for larger tracts of undeveloped or under developed land, and for the revitalization of properties within corridors and districts.

LU5 DEVELOPMENT AGREEMENTS

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer that assures the city as to the type, character, and quality of development and additional "benefits" that may be contributed and assures the developer that the necessary development permits will be issued regardless of regulation changes.

The City has in the past and will continue to seek Development Agreements for projects from time to time.

LU6 DEVELOPMENT REVIEW

New development proposals and enlargement of existing structures are subject to review according to their adherence with City of Azusa standards, regulations, and General Plan policy. Certain projects, consistent with the Development Code, are considered as "ministerial" and are subject to approval by the Director of Community Development. Others are subject to discretionary review, including but not limited to site plan review, Conditional Use Permits, and variances and are subject to review by the Planning Commission and formal public hearings.

The revised Development Code should re-evaluate its discretionary review regulations. Thresholds for review should be revised to reflect the potential impacts of a project based on use, size, location, trips generated, infrastructure and services demands, or other appropriate criteria.

LU7 ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) requires the environmental effects of a project must be taken into account when reviewing that project. The City of Azusa Planning staff currently analyzes and prepares the environmental documentation or contracts with an environmental professional to conduct the environmental analysis and documentation. As state legislation frequently changes the procedures, substance and applications of environmental review, the City should continue to annually review pertinent legislation and update its procedures and regulations.

LU8 TRAFFIC REPORT

As a component of a project's development or environmental review, a separate traffic report shall be conducted to determine traffic impacts and mitigation measures. The City must establish a threshold by which such analyses would be required. The traffic report must consider:

- level of service stipulated within the General Plan;
- site-specific characteristics (access, level of service at nearby intersections, etc.);
- improvements required by new development;
- improvements' timing and funding; and
- traffic mitigation measures.

LU9 ARCHITECTURAL DESIGN REVIEW OR "CITY ARCHITECT"

At this time, the Azusa Planning Commission and staff conduct an informal architectural design review of development applications. The City shall conduct a study to determine if the current process, if an Architectural Design Review Board, or a "City Architect" is the most effective method to assure high quality architecture. The City shall implement the study's findings.

LU10 REDEVELOPMENT

The State of California, through Community Redevelopment Law, authorizes a city to undertake redevelopment projects to revitalize blighted areas. The City of Azusa and the Azusa Redevelopment Agency has used redevelopment as a tool in the past. The City shall continue to consider redevelopment projects to implement this General Plan.

LU11 INTER-AGENCY COORDINATION

- The City of Azusa shall continue to coordinate with public and quasi-public agencies including adjacent municipalities, the County of Los Angeles, the State of California, utility providers, Azusa Unified School District, the community colleges and district, regional agencies (SCAG, SCAQMD, etc.) and service providers.
- Consider creating partnerships with entities along the river, in the foothills, and canyons. Potential partnerships can include but are not limited to the Corps of Engineers, mining companies, local residents, local homeowner associations, and neighborhood organizations.

LU12 LOCAL COMPLIANCE

The City of Azusa is responsible for complying with and executing local actions with a number of regional environmental regulations. These include but are not limited to:

- South Coast Air Quality Management Plan and South Coast Air Quality Management District;
- Southern California Association of Governments (SCAG);
- Congestion Management Program (CMP); and
- Integrated Waste Management Plan and Hazardous Waste Management Plan.

LU13 CAPITAL IMPROVEMENT PROGRAM

The City of Azusa prepares an annual Capital Improvement Program (CIP) for public facility repair, construction, and improvements. The CIP provides for the construction and upgrade of streets, storm drains (those not under the responsibility of the County of Los Angeles), municipal buildings, water, and electrical, and other public physical facilities. The CIP defines specific improvements to be made annually and allocates a budget for the improvements. The CIP is to be revised annually.

LU14 URBAN DESIGN IMPROVEMENT PROGRAM

This General Plan sets forth policies to achieve a higher level of pedestrian activity. In order for pedestrian activity to occur to the level anticipated by this General Plan, streetscape and landscape improvements will be necessary throughout the City. Many of the urban form requirements and standards can be implemented through Design Review, a revised Development Code, and the Urban Form Element's programs.

LU15 NEIGHBORHOOD ORGANIZATIONS

Establish neighborhood organizations for each neighborhood (as defined by this General Plan) in the City by working with existing homeowners associations, and building upon the Citizens' Congress and Neighborhood Improvement Zone neighborhoods. The organizations will develop neighborhood action plans including but not limited to: neighborhood improvements, neighborhood issue identification, traffic calming, social activities, community building events such as "neighborhood cleanup days", and neighborhood leadership.

LU16 NEIGHBORHOOD PARTNERSHIP

Through the citywide Neighborhood Partnership and individual neighborhood organizations, the City will support "neighborhood improvement" efforts to maintain and upgrade individual properties as well as the commonwealth of each neighborhood. Promoting property maintenance will encourage reinvestment in the look, durability and environment of buildings, landscaping and the public realm. Public and private assistance should promote loans, grants, technical assistance, self-help clinics, and classes. In addition to the physical enhancement efforts, stakeholders will work to empower neighborhoods socially and politically to respect diversity and include residents of all backgrounds in working together to create a safer, more beautiful, and more pleasant place to live.

Specific efforts spearheaded by the public sector will include:

- conduct periodic surveys to identify sites that exhibit substantial inadequate maintenance;
- contact the owners or tenants of substandard properties to encourage action, provide technical assistance;
- working with private businesses and other public agencies to provide seminars regarding design, maintenance, landscape design and maintenance;

- provide technical assistance or classes though the City's cable television station;
- solicit financial grants from corporations or other private organizations;
- assist homeowners, business owners, and tenants with loan applications; or
- seek grants and other funding.

LU17 CODE ENFORCEMENT

The City will step up efforts to address the full range of code compliance, both to protect public health and safety and to encourage those property owners, businesses, and residents who do maintain their properties in a safe and attractive condition. In addition to physical safety and health issues, the sense of safety and health is vital and can be undermined by unlicensed vendors, abandoned shopping carts, unkempt landscaping and other "broken window" threats to quality of life. The City will work with neighborhood associations to continue to proactively identify substandard properties and conditions that require maintenance, rehabilitation, and in the most extreme cases, demolition. The City will also actively encourage voluntary education and compliance with a range of quality of life enhancements that strengthen neighborhood character and harmony.

LU18 FINANCIAL ASSISTANCE

The City will pursue corporations, interest groups, and others to create a pool of funds available for low and moderate-income homeowners and tenants to improve their homes and yards, and for marginal businesses to improve their property.

LU19 GENERAL PLAN MONITORING AND UPDATE

The City shall periodically review, revise, and update the General Plan and the associated Development Code. The update should include:

- the baseline data, issues, and analysis;
- reconvening the Citizens' Congress to ensure that the General Plan is addressing the most pertinent issues to the community and that the General Plan's visions are still appropriate goals;
- evaluate the effectiveness of the programs in attaining the visions, goals, and policies;
- revise the goals, policies, and programs as necessary; and
- evaluate corridor zoning and design standards to see if the objectives of the General Plan are being met. Address any unanticipated issues, including nearby usable open space, private space, parking, traffic, school impacts and percentage of owner occupancy of units. Any and all changes needed to address these issues should be taken as necessary, including, if necessary, modification of the zoning designations, densities or design standards.

LU20 CIVIC FACILITIES STUDIES

- Conduct a study to determine the need for improving existing City facilities including but not limited to City Hall, Woman's Club, Library, Senior Center, etc.
- Conduct a study to determine re-use plans for infrastructure and utility properties and easements.

LU21 FOOTHILL CANYON BUFFER ZONE STUDY

In accordance with Open Space and Biological Resources policy and programs, conduct a study to determine the precise location of a foothill canyon buffer that serves as a transition between the natural open space and urban development.

LU 22 PRIVATE SECTOR COORDINATION

This Plan calls for the reuse of privately owned quarries and landfills. The City shall actively work with the private companies and quasi-public companies to develop quarry site re-use plans, to plan for the development of a golf course or other recreational amenity and supporting uses on the landfill site, and to seek benefits for the private companies, the City of Azusa, and its residents.

LU23 HABITABILITY PROGRAMS

The City shall continue to implement programs that ensure habitability of homes and businesses and seek those homes and businesses that are not maintained in a safe manner; such programs include but are not limited to, code enforcement, rental inspection programs, real property records reports, and administrative fines programs.

LU24 INTERIUM LAND USE-GENERAL PLAN CONSISTENCY MATRIX

During the period of time between the General Plan's adoption and the revision of the Development Code, the Interium Land Use-General Plan Matrix shall be used to guide land use consistency.

APPENDIX C: GENERAL PLAN - INTERIM LAND USE CONSISTENCY MATRIX

This matrix is created to bridge the existing Zoning Code with the New General Plan. It should be used as an interim land use regulating tool until the new Development Code is adopted. Within this matrix, the permitted uses of the existing zoning code are matched to the new General Plan Land Use designations, which will allow Staff and the Planning Commission to make interim land use determinations. This matrix should be used to geographically locate allowable land uses, but the underlying existing zone should be consulted for standards. This interim land use regulating tool will be superceded, and will have no further force and effect, upon the adoption of the new Development Code.

Legend

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	New General Plan Land Use Designations																								
	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE										
	Neighborhood General														University District			Downtown District				Edgewood District		West End District	
Existing Land Use Designations	Low Density (1-8 du/ac)	Medium Density (8.1-15 du/ac)	Moderate Density (15.1-27 du/ac)	Neighborhood Center	Hotel/Conference Center	Light Industrial/Technology	Industrial	Open Space	Recreation	Institutional/Schools	Public/Civic (City Hall, Post Office, Library)	Drainage/Utilities	Commercial Mixed Use	Residential Mixed Use	Residential	Commercial	Commercial/Residential mixed use	Residential	Commercial	Commercial/Residential mixed use	Transit center	Commercial	Commercial/Residential mixed use	Commercial	Recreational/Landfill Mixed Use	Industrial
Adult Business	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P*
Agricultural Operations	X	X	X	X	X	X	X	P	P	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	C	C
Alcoholic Beverage Sales/Service; onsite/off-site consumption	X	X	X	C	C	C	C	X	X	X	X	X	C	X	X	C	X	X	C	C	C	C	X	C	C	C
Animal Keeping	A	X	X	X	X	X	X	A	A	X	X	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Animal Shelter	X	X	X	X	X	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Antique Sales	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	X	P	P	P	X	P
Appliance Sales/Repairs (Household)	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	X	P	P	P	X	P
Arcade	X	X	X	C	C	C	C	X	X	X	X	X	C	X	X	C	X	X	C	X	C	C	X	C	C	C
Art Gallery (Sales)	X	X	X	P	P	P	P	X	X	X	P	X	P	X	X	P	P	X	P	P	P	P	P	P	P	P
Art Supply Stores	X	X	X	P	P	P	P	X	X	X	P	X	P	X	X	P	P	X	P	P	P	P	P	P	P	P

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New General Plan Land Use Designations (continued)

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	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE											
	Neighborhood General														University District			Downtown District				Edgewood District		West End District		
	Low	Med	Mod	Cn	Htl	LI	Ind	OS	Rec	Ins	Civ	Utl	CMU	RMU	R	C	CR	R	C	CR	TC	C	CR	C	Rec	I
Assembly of goods for wholesale or retail sales	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	A	A	X	A	X	A	X	P
Auditoriums and Places of Public Assembly (not movie theaters)	X	X	X	X	C	C	C	X	X	C	C	X	C	X	X	C	X	X	C	X	C	C	X	C	C	C
Automobile Body Repair	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Automobile Brake Repair	X	X	X	X	X	P	P	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	P
Automobile Detailing	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P
Automobile, General Repair	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P
Automobile Muffler Shop	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	P
Automobile Painting	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	P
Automobile Parts Sales (New)	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	X	P	P	X	P	X	P
Automobile Radiator Shop	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P
Automobile Rental onsite vehicles	X	X	X	X	X	P	P	X	X	X	X	X	C	X	X	X	X	X	X	X	X	C	X	P	X	P
Automobile Rental Office no onsite vehicles	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Automobile/Truck Sales New/Used	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P
Automobile Service Station - See "Service Station"	X	X	X	X	X	P	P	X	X	X	X	X	C	X	X	X	X	X	X	X	X	C	X	P	X	P
Automobile Upholstering	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Automobile Wrecking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bakery, Retail	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Bakery, Wholesale	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Bakery Goods Distributor	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Barber or Beauty Shop	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Bed and Breakfast	X	X	X	C	P	X	X	X	X	X	X	X	X	C	X	C	C	X	C	C	C	X	X	P	X	X
Beverage Production	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Bicycle Sales, Service, Rentals	X	X	X	P	P	P	P	X	C	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	C	P
Billiard Parlor	X	X	X	C	C	X	X	X	X	X	X	X	C	X	X	C	X	X	C	X	C	C	X	C	C	X
Blueprinting and Related Services	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	X	P	X	P
Boat Repairs	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Boat Sales	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P
Boat Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Book Store	X	X	X	P	P	P	P	X	X	P	P	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Bowling Alley	X	X	X	C	P	X	X	X	C	X	X	X	C	X	X	C	X	X	C	X	X	C	X	C	X	X
Building Materials Sales, Storage	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	P

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New General Plan Land Use Designations (continued)

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	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE											
	Neighborhood General														University District			Downtown District				Edgewood District		West End District		
	Low	Med	Mod	Cn	Htl	LI	Ind	OS	Rec	Ins	Civ	Utl	CMU	RMU	R	C	CR	R	C	CR	TC	C	CR	C	Rec	I
Candy/Confectionery Manufacture	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Candy/Confectionery Sales, Retail	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Caretaker's Residence	P	P	P	C	P	X	X	X	P	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X
Carnival, Circus, or Fair	X	X	X	X	T	T	T	T	T	T	T	X	T	X	X	T	X	X	T	X	T	T	X	T	T	T
Carpentry Shop	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Car Wash, Full Service	X	X	X	X	X	X	P	X	X	X	X	X	C	X	X	X	X	X	X	X	X	C	X	C	X	P
Car Wash, Self Service	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P
Catering Service	X	X	X	X	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Cellular Towers	X	X	X	X	C	C	C	C	C	X	X	C	C	X	X	C	X	X	C	X	C	C	X	C	C	C
Cemetery	X	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Chiropractic/Physical Therapy Offices	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	X	P	P	P	X	P
Christmas Tree Lots	X	X	X	X	X	T	T	T	T	X	X	X	T	X	X	T	X	X	T	X	X	T	X	T	T	T
Churches/Temples/Religious Institutions	X	X	X	C	X	C	C	X	X	C	X	X	C	X	X	C	X	X	X	X	X	C	X	C	X	C
Clothing Manufacture	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Clothing Sales, Rental	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Club; Athletic, Health, Recreation	X	X	X	X	P	P	P	X	C	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	C	P
Cold Storage Plant	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Communications Equipment Building	X	X	X	X	X	P	P	A	A	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	A	P
Concrete Batch Plants	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Construction Office	X	X	X	P	T	T	T	X	T	T	T	X	T	T	T	T	T	T	T	T	T	T	T	T	T	T
Convenience Market	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Contractor Equipmnt Sales/Rental	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P
Country Clubs	X	X	X	X	P	X	X	C	C	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	P	X
Dance Hall/Club	X	X	X	X	C	C	C	X	X	X	X	X	C	X	X	C	X	X	C	X	C	C	X	C	C	X
Dance Studio	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	X	P	X	X
Day Care Center	X	X	X	C	C	C	C	X	C	C	X	X	C	C	X	C	C	X	C	C	C	C	X	C	X	C
Day Care Facility, Adult	X	X	X	C	X	C	C	X	X	C	X	X	C	C	X	C	C	X	X	X	X	C	X	C	X	C
Day Care Home, Large Family	C	C	C	C	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	X	X	X	X	X	X
Day Care Home, Small Family	P	P	P	P	X	X	X	X	X	X	X	X	X	P	P	X	P	X	X	X	X	X	X	X	X	X
Discount Stores	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	X	P	P	P	X	P
Distribution Facility	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Drug Abuse Recovery/Treatment	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Drug Store	X	X	X	P	P	P	P	X	X	X	X	X	P	P	X	P	P	X	P	P	P	P	P	P	X	P
Dry Cleaning Plant	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P

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New General Plan Land Use Designations (continued)

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	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE											
	Neighborhood General														University District			Downtown District				Edgewood District		West End District		
	Low	Med	Mod	Cn	Htl	LI	Ind	OS	Rec	Ins	Civ	Utl	CMU	RMU	R	C	CR	R	C	CR	TC	C	CR	C	Rec	I
Dry Cleaning Service	X	X	X	P	P	P	P	X	X	X	X	X	P	P	X	P	P	X	P	P	P	P	P	P	X	P
Dwelling Unit, Multiple-Family	X	P	P	X	X	X	X	X	X	X	X	X	X	P	P	X	P	P	X	P	P	X	P	X	X	X
Dwelling Unit, Single-Family	P	P	P	X	X	X	X	X	X	X	X	X	X	P	P	X	P	X	X	X	X	X	X	X	X	X
Dwelling Unit, Two-Family	X	P	P	P	X	X	X	X	X	X	X	X	X	P	P	X	P	P	X	P	P	X	P	X	X	X
Dwelling Unit - Second Unit on Lot Zoned for Single Unit (see Section 88-800)	P*	P*	P*	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X
Educational Institution, Private	C	C	C	C	C	C	C	X	X	C	X	X	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Electricity Distribution and Transmission Substation	X	X	X	X	X	X	C	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Electronics Manufacturing	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Employment Agency	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	P	X	P	P	P	X	P
Engine Manufacturing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Feed and Grain Sales	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Financial Institutions	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Floor Covering Sales	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Florist Shop	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Food Processing	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Freight Terminals	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Furniture Sales and/or Rental	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Furniture Transfer and Storage	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Game Courts (Badminton/Tennis/Racquetball/Other)	A	A	A	C	A	X	X	P	P	X	X	C	X	A	A	X	X	X	X	X	X	X	X	X	P	X
Garden Equipment and Supply - Sales and Service	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	P	P	X	P
Gas Distribution, Meter, and Control Station	X	X	X	X	X	P	P	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Gift Shop	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	P	P
Glass Studio (Stained and others)	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	X	P	X	P
Golf Course and Clubhouse (Pvt)	X	X	X	X	P	X	X	P	P	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	P	X
Golf Driving Range (not part of a course)	X	X	X	X	P	X	X	P	P	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	P	X
Government Offices	X	X	X	P	P	P	P	X	X	P	P	X	P	X	X	P	X	X	P	X	P	P	X	P	X	P
Grocery Store, Retail	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Grocery Store, Wholesale	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	P

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New General Plan Land Use Designations (continued) Page C-5

	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE											
	Neighborhood General														University District			Downtown District				Edgewood District		West End District		
	Low	Med	Mod	Cn	Htl	LI	Ind	OS	Rec	Ins	Civ	Utl	CMU	RMU	R	C	CR	R	C	CR	TC	C	CR	C	Rec	I
Group Home	P*	P*	P*	X	X	X	X	X	X	X	X	X	X	X	P*	X	X	X	X	X	X	X	X	X	X	X
Gun Sales	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	X	P	X	P
Hardware Store	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Hobby Supply Shop	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Home Improvement Center	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	X	P	X	P
Home Occupation (subject to requirements of Article X)	A	A	A	X	X	X	X	X	X	X	X	X	X	A	A	X	A	A	X	A	X	X	A	X	X	X
Horses, Boarding and Raising	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X
Hospital (Private)	X	X	X	X	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	X	X	P	X	P	X	X
Hotel	X	X	X	X	P	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	P	P	X	P	X	X
Ice Cream Parlor	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Ice, Retail and Wholesale Sales	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Impound Yard	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Interior Decorating Service	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Janitorial Service	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Jewelry Sales	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Junk or Salvage Yard	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Kennel, Commercial	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Laboratories, Chemical	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Laboratories, Medical	X	X	X	X	X	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Laboratories, Research	X	X	X	P	X	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Laboratories, Testing	X	X	X	X	X	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Laundromat	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	X	X	X	X	X	P	X	P	X	P
Laundry Service	X	X	X	P	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Liquefied Petroleum Sales	X	X	X	P	X	P	P	X	X	X	X	X	A	X	X	A	X	X	X	X	X	A	X	A	X	P
Liquefied Petroleum Distribution	X	X	X	P	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Locksmith	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Lodge or Fraternal Hall	X	X	X	C	X	C	C	X	X	C	X	X	C	X	X	C	X	X	X	X	X	C	X	C	X	C
Lumber Yard	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Machine Shop	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Manufactured Homes (includes mobile homes)	P	P	P	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X

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New General Plan Land Use Designations (continued)

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	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE											
	Neighborhood General														University District			Downtown District				Edgewood District		West End District		
	Low	Med	Mod	Cn	Htl	LI	Ind	OS	Rec	Ins	Civ	Utl	CMU	RMU	R	C	CR	R	C	CR	TC	C	CR	C	Rec	I
Manufacturing (incidental to retail)	X	X	X	X	X	P	P	X	X	X	X	X	A	X	X	A	A	X	A	A	A	A	A	A	X	P
Medical/Dental Offices or Clinic	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Medical Equipment Sales	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Metal Engraving	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Microwave Antenna/Tower	X	X	X	X	X	C	C	C	C	X	X	C	C	X	X	C	X	X	X	X	X	C	X	C	C	C
Mini-Warehouse	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Mining	X	X	X	X	X	X	X	X**	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Mobilehome Park(see Art.V, Div.7)	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	P	X	X	X	X	X	X	X	X	X
Mobile Home Sales	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Model Home	T	T	T	X	X	X	X	X	X	X	X	X	X	T	T	X	T	T	X	T	X	X	T	X	X	X
Mortuary	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	X	P	P	P	X	P
Motel	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X
Motorcycle Sales and Service	X	X	X	X	X	P	P	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	C	X	P
Movie Theaters (not including Adult Business Theaters)	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	X	X	P	X	P	C	P
Museum	X	X	X	X	X	P	P	X	C	P	P	X	P	X	X	P	P	X	P	P	P	P	P	P	C	P
Music Store	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Newsstand	X	X	X	P	P	P	P	X	P	P	P	X	P	X	X	P	P	X	P	P	P	P	P	P	P	P
Nightclubs/Taverns/Bars	X	X	X	X	C	C	C	X	X	X	X	X	C	X	X	X	X	X	C	X	C	C	X	C	X	C
Nurseries - Retail	X	X	X	X	X	P	P	P	P	X	X	P	P	X	X	P	X	X	X	X	X	P	X	P	P	P
Nurseries - Wholesale	X	X	X	X	X	P	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P
Office - General: See "Professional Office"	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Office Equipment/Supplies, Sales	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Optical Products Manufacture	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Optical Products Sales	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Paint and Wallpaper Stores	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Parcel Delivery Terminals	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Parking Garage or Surface Lot	X	X	X	P	A	P	P	X	C	A	A	C	P	P	P	P	P	P	P	P	P	A	A	P	C	P
Pawnshop	X	X	X	X	X	C	C	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	C	X	C
Permanent Cosmetics	X	X	X	X	X	A	A	X	X	X	X	X	A	X	X	A	A	X	A	A	X	A	A	A	X	A
Pest Control Service	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Pet Grooming	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	P
Pet Shop	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	P
Pharmaceuticals Manufacturing	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P

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New General Plan Land Use Designations (continued)

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	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE												
	Neighborhood General														University District			Downtown District				Edgewood District		West End District		
	Low	Med	Mod	Cn	Htl	LI	Ind	OS	Rec	Ins	Civ	Utl	CMU	RMU	R	C	CR	R	C	CR	TC	C	CR	C	Rec	I
Pharmacy	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Photofinishing, Retail	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Photographic Supplies, Sales	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Photographic Studio	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Plastics Manufacturing	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Plastics Molding	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Printing and Publishing	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	X	X	P	X	X	P	X	P	X	P
Professional Office	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Recording Studio	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	P	X	P
Recreational Vehicle Park	X	X	X	X	X	X	X	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X
Recreational Vehicle Sales	X	X	X	X	X	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	C
Recreational Vehicle Storage	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Recycling Facilities, Commercial	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Refrigeration Repair and Service	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Restaurant, No Alcohol Sales	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Restaurant, With Alcohol Sales	X	X	X	C	C	C	C	X	X	X	X	X	C	X	X	C	C	X	C	C	C	C	C	C	X	C
Restaurant, Drive-Through	X	X	X	X	X	C	C	X	X	X	X	X	C	C	X	C	X	X	X	X	X	C	X	C	X	C
Retail, general	X	X	X	P	P	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Rubber Products Manufacture (except tires)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Secondhand Store	X	X	X	X	X	C	C	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	C
Service Station	X	X	X	X	C	C	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	C	X	X	X	C
Sheet Metal Shop	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Shoe Repair/Sales	X	X	X	X	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Sign Manufacturing	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Skating Rink	X	X	X	P	X	P	P	X	C	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	P
Sporting Goods Sales	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Stable	X	X	X	X	X	X	X	A	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X
Stadiums	X	X	X	X	X	C	C	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C
Stationery Sales	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Stone, Rock, and Concrete Products Manufacture	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Swap Meet, Flea Market and Similar Uses (see Art. XI, Div. 4)*	X	X	X	X	X	C*	C*	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C*
Tailor Shop	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P

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New General Plan Land Use Designations (continued)

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	Neighborhood Land Use				Citywide Land Use								Corridor Land Uses		DISTRICT LAND USE											
	Neighborhood General														University District			Downtown District				Edgewood District		West End District		
	Low	Med	Mod	Cn	Htl	LI	Ind	OS	Rec	Ins	Civ	Utl	CMU	RMU	R	C	CR	R	C	CR	TC	C	CR	C	Rec	I
Taxidermist	X	X	X	P	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Telecommuting Center	X	X	X	P	P	P	P	X	X	P	P	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Toiletries Manufacturing	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Toy Stores	X	X	X	P	X	P	P	X	X	X	X	X	P	X	X	P	P	X	P	P	P	P	P	P	X	P
Transfer, Moving, and Storage	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Truck Repair	X	X	X	X	X	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Truck Stop	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Truck Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C
Upholstery Shop	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Vending Machine Sales and Service	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Veterinarian Services, including Animal Hospital	X	X	X	X	X	P	P	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	P
Warehouse	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Welding Shop	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Wholesale, General	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Wood Products Manufacturing	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P

** Only existing vested mining allowed.

Land Use Implementation Matrix
(Part 1 of 2)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
LU1	Development Code		●													●									2004
LU2	Subdivision Regulations		●													●									2006
LU3	Building Code		●													●									2006
LU4	Specific Plans		●													●									Ongoing
LU5	Development Agreement		●													●									Ongoing
LU6	Developnment Review		●													●									Ongoing
LU7	Environmental Review		●							●						●									Ongoing
LU8	Traffic Report		●													●									Ongoing
LU9	Architectural Design Review/City Architect		●													●		●							Ongoing
LU10	Redevelopment			●															●						Ongoing
LU11	Inter-Agency Coord.		●													●									Ongoing
LU12	Local Compliance		●				●									●									Ongoing
LU13	Capital Improv. Program		●		●											●									Ongoing

Land Use Implementation Matrix
(Part 2 of 2)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
LU14	Urban Design Improvement Program		●													●		●							Ongoing
LU15	Neighborhood Organizations	●														●		●							Ongoing
LU16	Neighborhood Partnership	●														●		●							Ongoing
LU17	Code Enforcement		●													●									Ongoing
LU18	Financial Assistance			●												●									Ongoing
LU19	General Plan Monitoring & Update		●													●									Ongoing
LU20	Civic Facilities Studies		●													●		●							2009
LU21	Foothill Canyon Buffer Zone Study		●													●		●							2009
LU22	Private Sector Coordination	●	●													●									Ongoing
LU23	Habitability Programs		●													●									Ongoing
LU24	Implementation Matrix		●																	●	●				Ongoing

Urban Form Existing Conditions

The historic bird's eye view of Azusa a century ago shows a dynamic village growing up around the citrus industry, with a downtown developing at the train station. Today, the same view shows a nearly fully developed suburban community that stills bears distinct signs of the half-mile gridding that is original to the early platting of farmland that was eventually subdivided into tract homes and other uses.

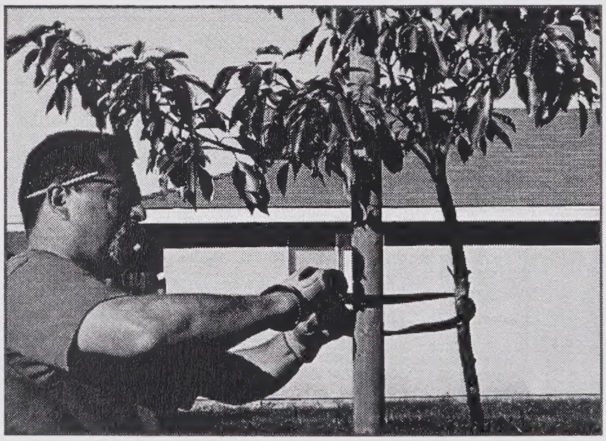
Azusa retains some important character establishing landmarks and building styles, but most development is typical of suburban development over the past 50 years. Many of the community's buildings, factories, homes, and apartments were built to serve immediate market demand with too little public concern about their cumulative impact on the form and character of the community. Quality design was often considered unnecessary or not considered at all. Much of the tract housing was developed without basic defining characteristics of traditional neighborhoods and most of the commercial uses were developed for the convenience of the motorist.

Many of the streets within the City are so wide, particularly the one-way streets, that they may be encouraging speed, may be eroding the quality of life, and may be threatening the safety of residents along them. Many streets lack sidewalks or mature street trees.

Most of the homes in the City are one-story structures much smaller than housing being built to meet today's market needs. About half have their garages in front, and the other half have garages in the rear, often serviced from alleys. Some of the homes, particularly north of Foothill Boulevard, are fine examples of early craftsman and California bungalow types in a variety of styles.

Perhaps the worst aspect of the built environment is Azusa's multi-family housing. With a handful of exceptions, Azusa's apartments are characterless boxes, often with inadequate parking and open space. Most of it is also in disrepair and some has degenerated to overcrowded slum condition. Since little apartment development has occurred in Azusa in nearly twenty years, little has been built to contemporary rental standards.

The landscape in the city is also largely characterless. It is far less extensive and generally maintained far less well than the norm in newer suburban communities – or even many of our neighboring foothill communities. Efforts in recent years have shown promise in beautifying streetscapes with river rock and native plants and an active tree-planting program has begun to address the severe deficiencies in Azusa's urban forest. With a major overhaul of all of Azusa's public schools underway and new public and private development going forward, there is a unique opportunity to address these degraded conditions to create a far more green and pleasant environment.



Finally, while Azusa residents do not favor imposing a single mandated architectural style, they strongly support re-emphasis on traditionally successful classic approaches, particularly Spanish revival and craftsman. Unfortunately, low-grade copies and slapped-on elements are almost as prevalent in the city's commercial areas as buildings with no character-defining elements at all. Residents are particularly proud of the character of their Civic Center and the older surviving buildings Downtown, as well as landmarks like the handful of river rock homes still existing in the community.

Urban Form Vision

- Azusa's neighborhoods, corridors, and districts will be more "livable" with the:
  - introduction of and/or improvement of streetscape amenities (including sidewalks) and traffic calming measures (landscaped right-of-ways, street trees, sidewalks, bulb-outs, roundabouts, etc.), and
  - improved development codes encouraging "eyes on the street" and "living space forward" design in both residential and commercial buildings;
- Azusa's sense of place will be heightened with a "gateway entry treatment" program and a focus on "districts".
- Pedestrian activity will be enhanced through:
  - a mix of uses in both districts and, on a smaller scale in the neighborhood centers;
  - the use of a "shared parking" concept; and
  - the improved design standards along corridors and in the districts.

Urban Form Goals and Policies

GOAL

1 PROTECT THE HISTORIC AND SIGNIFICANT BUILT AND NATURAL RESOURCES IN THE CITY.

POLICIES

1.1 Require development projects to establish the historicity of existing buildings and landscapes and require City review and permission to allow for their removal in accordance with California Environmental Quality Act (CEQA) and the Cultural and Historic Preservation Ordinance. (UF1)

1.2 Consider including the preservation and rehabilitation of historically significant landscapes. (UF1)

1.3 Consider establish a Route 66 historic designation along Foothill Boulevard (HR3).

GOAL

2 PROMOTE ENHANCED MOBILITY AND REDUCED CONGESTION THROUGHOUT THE CITY.

POLICY

2.1 Develop a thoroughfare network to fit specific local streetscape needs and accommodate varying traffic volumes, bicycle travel, and pedestrian needs. (UF2 and UF3)

GOAL

3 ENHANCE THE LIVABILITY OF MULTIFAMILY RESIDENTIAL BUILDINGS, THEIR COMPATIBILITY WITH SINGLE-FAMILY NEIGHBORHOODS, AND THEIR ORIENTATION TOWARDS THE STREET.[1]

POLICY

3.1 Require all new multi-family housing developments to have a separate ground floor entrance for each unit, except for mixed-use projects combining commercial and residential uses. (UF4 and UF5)

---

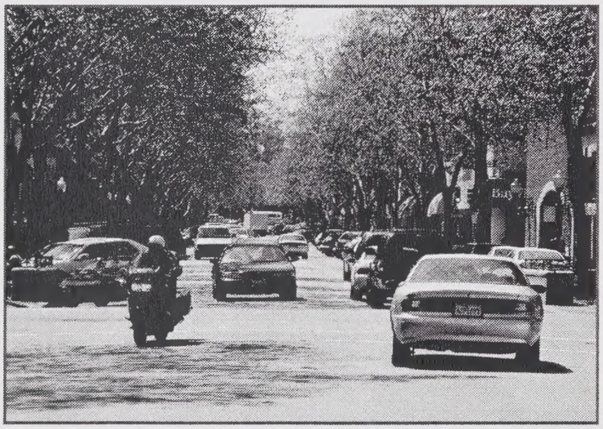
[1] *Courtyard Housing is an architectural type consisting of townhouses or townhouses over flats arranged around a common court. The court should be inhabitable—a minimum 20' in either dimension and roughly square in proportion—and should open via a gateway to the street. The entrance and public rooms of all dwellings should face either the court or the public street. Entrances and public rooms should also be located on the ground level—upper floors should be reserved for private rooms such as bedrooms. Occasionaly dwellings may be located on the second floor—but these should have private stairs to the court.*

__GOAL__

4 IMPROVE THE VISUAL APPEAL OF THE CITY.

__POLICIES__

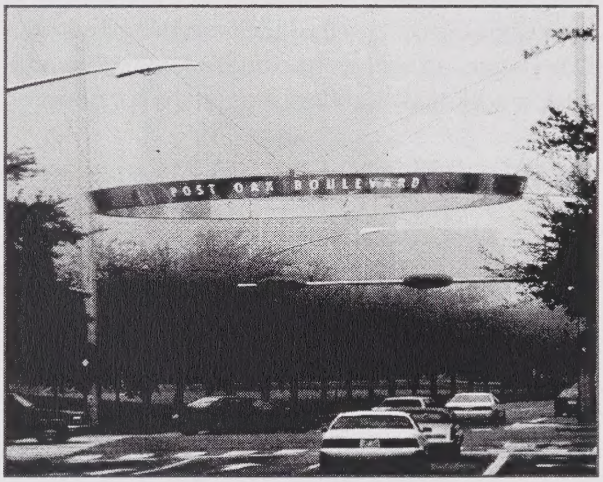
4.1 Plant all public thoroughfares with rows of trees, as feasible. (UF6)



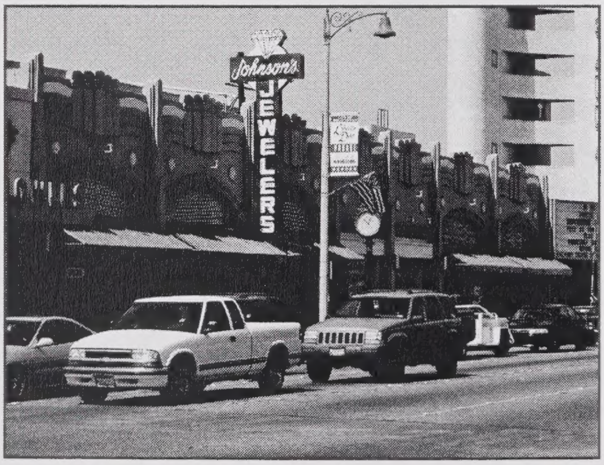
4.2 Encourage attractive gateway treatments to establish a positive image at the edges of the city and its districts and corridors. (UF7)

ACK LONDON SQUARE

4.3 Continue the underground overhead utilities. (UF8)



4.4 Require signage to be designed considering the scale and materials of adjacent buildings, the desired character of the neighborhood, district, or corridor where the site is located, and pedestrian orientation. (UF9)



OLD KINGS ROAD

Neighborhoods

GOAL

5 MAINTAIN THE VISUAL CHARACTER AND SCALE OF EXISTING NEIGHBORHOODS.

POLICY

5.1 Encourage new residential projects to be built in a form and scale compatible with and appropriate to their surroundings. (UF4)

GOAL

6 PROMOTE THE STREET AS A PUBLIC, PEDESTRIAN ORIENTED PLACE THROUGH THE APPROPRIATE PLACEMENT OF NEW BUILDINGS, PARKED CARS, AND GARAGE DOORS.

POLICY

6.1 Encourage front doors and public living spaces of buildings to be located toward the street and garages to be located toward the rear of lots. (UF4)

GOAL

7 ALLOW NEIGHBORHOOD-SERVING MULTI-USE AND CIVIC BUILDINGS TO BE LOCATED WITHIN WALKING OR BIKING DISTANCE FROM HOMES, AS LONG AS THEY ARE LOCATED ON PROMINENT NEIGHBORHOOD SITES AND DESIGNED TO BE COMPATIBLE WITH THE NEIGHBORHOOD IN TERMS OF SCALE, CHARACTER, SITING, AND USE.

POLICY

7.1 Enable the clustering of appropriate non-residential uses onto sites accessible on foot by residents of the City. (UF4)

GOAL

8 ENCOURAGE A VARIETY OF HOUSING TYPES AND SIZES TO ACCOMMODATE THE DIVERSE NEEDS OF THE POPULATION.

POLICY

8.1 Support the development of multiple housing types in corridors and the districts, require high quality design, construction methods, materials, and maintenance. (UF4)

GOAL

9 ENCOURAGE PRIVATE LANDSCAPE DESIGN SPECIFIC TO AZUSA AND THE CHARACTER OF EACH STREET IT FACES.

POLICY

9.1 Improve the character of streets through landscape standards that govern private property facing public right-of-ways. (UF10) Districts

GOAL

10 PROMOTE DISTRICTS AS PLACES SAFE AND ACCESSIBLE TO PEDESTRIANS IN ORDER TO IMPROVE THE ECONOMIC VIABILITY, SAFETY, AND SECURITY OF COMMERCIAL DISTRICTS, AND TO ENHANCE THE IDENTITY AND COHESIVENESS OF EACH DISTRICT IN THE CITY.

POLICIES

10.1 Establish a "community" parking network that encourage patrons to park their vehicles in a "community" parking lot and then walk to a number of stores, offices, and restaurants. (UF11)

10.2 With the establishment of the community-parking network, consider reducing the need for on-site parking in those areas serviced by community parking lots. (UF11)

10.3 Encourage buildings in districts to be placed adjacent to the street with convenient parking located adjacent to the buildings. (UF4)

10.4 Encourage parking lots to be designed as parking gardens where a parking garden is a small (75 cars or less) surface parking lot with ample landscaping. Trees are planted in between parking stalls frequently enough that the shadow of the tree canopy will cover the majority of the pavement; and/or the perimeter of the parking lot is clearly defined with vegetation high enough to be perceived over parked cars. Paving in parking gardens is pedestrian scaled (bricks, colored and stamped concrete, grasscrete, and/or decomposed granite) and encourages water recycling. (UF4 and UF5)

10.5 Permit ground floors of buildings to be continuously accessible to the sidewalk, and allow businesses to occasionally use the sidewalk for commercial purposes, when sidewalks are wide enough. (UF4)

10.6 Encourage pedestrian-oriented streetscape, plazas, and courts throughout districts. (UF4 and UF12)

10.7 Create business improvement districts and other similar associations to manage the districts as single interest entities. (UF13)

Corridors

GOAL

11 TRANSFORM EXISTING COMMERCIAL CORRIDORS INTO MIXED-USE CORRIDORS INCORPORATING HOUSING WITH COMMERCIAL USES CONCENTRATED IN NODES AT MAJOR INTERSECTIONS.

POLICIES

11.1 Convert major thoroughfares from single-use commercial corridors into mixed-use boulevards, with commercial uses concentrated at significant intersections and wide range of housing types mixed throughout. (UF4)

11.2 Front new buildings directly on thoroughfares and respect the presence of neighborhoods immediately behind them by protecting the privacy of residential uses, and minimizing intrusions such as noise, and light and glare. (UF4)

GOAL

12 ENSURE VISUAL VARIETY ON CORRIDORS THROUGH A VARIETY OF BUILDING TYPES AND SIZES, VARIETY IN LANDSCAPE, AND THE REDUCTION OF SURFACE PARKING LOTS.

POLICIES

12.1 Promote multiple building types and uses on corridor-fronting property. (UF4)

12.2 Where landscape occurs between the sidewalk and building or parking lot, it should define the specific character of each project. (UF5, UF10, and UF12)

12.3 Permit surface parking located adjacent to the street if rear-loaded parking lots are not possible, and if the parking lot does not occupy more than 40% of the frontage of each property, and is landscaped. (UF4)

Urban Form Implementation Programs

UF1 HISTORIC RESOURCE ORDINANCE

- Revise the historic resource ordinance to:
    - establish criteria for the review of development projects to determine existing buildings and landscapes, historicity and to determine their historical and cultural significance; and
    - require City review and permission to allow for existing buildings and landscapes removal in accordance with California Environmental Quality Act (CEQA).
- Consider revising the historic resource ordinance to include the preservation and rehabilitation of historically significant landscapes.

UF2 MOBILITY ELEMENT IMPLEMENTATION

Implement the road design standards as specified in the Mobility Element of this General Plan so that the roadway widths emphasize non-roadway streetscape elements, while encouraging interconnectedness and roadway design diversity.

UF3 ROADWAY RETROFIT PROGRAM

Create a roadway program that includes the identification and prioritization of streets subject to renovation and upgrades according to the ordinance and the goals of the General Plan Mobility Element.

UF4 DEVELOPMENT CODE

Revise the Development Code to:

- require a separate, individual ground floor entrance for each new multifamily housing unit built, except in a mixed-use development; as necessary, revise parking requirements to facilitate ground floor entrances;
- require, as appropriate, new housing that will be located in existing neighborhoods to be compatible in terms of scale, design, siting, and materials of the surrounding neighborhood;
- require, garages and carports to be located at least fifteen feet behind the front of each building, or in the back half of lots where accessible through alleys;
- establish standards and guidelines for non-residential uses to be located within neighborhoods or at the edges of neighborhoods. Standards and guidelines shall dictate appropriate mix of uses, size and scale of buildings, architecture, design compatibility, vehicular access design and

traffic compatibility, building and ancillary uses siting, etc.;
- recognize and accommodate various types of housing;
- regulate street frontage for buildings within districts;
- incorporate landscape standards for parking lots;
- establish standards and guidelines for new alley construction and for the retrofit of existing alleys. Standards and guidelines shall include lighting, landscaping among other things;
- require minimum frontage entrance and window requirements for commercial buildings;
- regulate the size and landscape standards for privately owned plazas and courts intended for public use;
- encourage mixed-use buildings in neighborhood centers, districts, and corridors;
- promote commercial, residential, and mixed-use development of a scale and design appropriate to corridors and adjoining neighborhoods;
- establish standards for mixed-use developments adjacent to existing residential development; and
- regulate the location and design of parking lots.

UF5 SHOWCASE PROJECT

- Work with developers to create a showcase project illustrating the intent and opportunities of the individual ground floor entrances concept.

- Sponsor the design and development of an existing parking lot into a "parking garden" as a showcase project.

UF6 STREET TREE MASTER PLAN AND STREET TREE ORDINANCE

- Update the Street Tree Master Plan and Street Tree Ordinance where the ordinance determines street tree design, appropriate street tree species, and appropriate planting/design requirements for the street tree placement.

- Expand the city's street tree planting program and determine a street tree-planting schedule in accordance with the Street Tree Master Plan and Street Tree Ordinance.

UF7 PUBLIC ART AND GATEWAY PROGRAM

Create a Public Art and Gateway program. The Gateway program should determine and prioritize potential gateway locations and specifications, sponsors design competitions, and establish implementation for gateways utilizing public input.

UF8 UNDERGROUND UTILITIES

Continue the City's program to underground utility lines.

UF9 SIGN ORDINANCE

Review and amend, as appropriate, the existing sign ordinance for its compatibility with the General Plan Land Use Element and Development Code for each neighborhood, district, and corridor.

UF10 LANDSCAPE ORDINANCE

Working with botanists, landscape experts, and the public, adopt a landscape ordinance that specifies a range of desired plant materials, emphasizing species indigenous to Azusa or unique to its historical and visual character. New development should adhere to this ordinance. Encourage existing properties to retrofit their landscape in compliance with this ordinance.

UF11 "PARK ONCE" STRATEGY

Adopt a "Park Once" strategy in districts, where a single parking lot or garage assumes the long-term parking responsibilities for all businesses and offices in the district and on-street parking is allowed for short-term parking. Within the Park Once strategy, determine property owner participation, business owner participation, parking standards for the Park Once district, and funding mechanisms.

UF12 STREETSCAPE, PUBLIC PLAZA AND COURT PROGRAM

Establish a streetscape, public plaza and court program that:

- specifies the width of roadway in order to emphasize non-roadway streetscape elements and determines appropriate streetscape elements for each road;
- builds upon the success of the Azusa Avenue streetscape project by investigating and applying its principles at other districts such as the Civic Center and University District;
- recognizes that each district should have its own character to reflect the purpose of that district;
- implements design upgrades for existing public parks and plazas within districts;
- identifies sites appropriate for future plazas and courts; and
- encourages working with private developers to locate plazas and courts within individual projects, and ensure that they are visible and accessible from the public realm of sidewalks and streets.

UF13 AGENCY COORDINATION

Work with Chamber of Commerce, Downtown Business Association, and other business or civic groups to provide incentives for the establishment of local improvement associations.

City Design projects that could realistically be initiated in the next five years

1. Redevelop Block 36 (Azusa Avenue south of Foothill Blvd.) with retail/residential mixed-use.
2. Develop the Monrovia Nursery neighborhoods.
3. Revitalize Foothill Center.
4. Form neighborhood organizations.
5. Revise the Development Code.
6. Develop the Park Once strategy.
7. Adopt a Public Art Ordinance.

Urban Form Implementation Matrix

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	**Responsible Agency**														**Funding Source**									**Schedule *** as funding permits
UF1	Historic Resources Ordinance		●													●									2006
UF2	Mobility Element		●							●						●									Ongoing
UF3	Roadway Retrofit Program									●						●									2009
UF4	Development Code		●	●												●									2006
UF5	Showcase Project		●													●		●							2009
UF6	Street Tree Master Plan and Street Tree Ordinance									●						●		●							2006
UF7	Public Art and Gateway Program		●													●		●							2009
UF8	Underground Utilities		●				●														●				Ongoing
UF9	Sign Ordinance		●													●									Ongoing
UF10	Landscape Ordinance		●													●									2006
UF11	Park Once Strategy		●	●						●						●	●			●					2006
UF12	Streetscape, Public Plaza and Court Program		●	●												●		●							2009
UF13	Agency Coordination	●														●									Ongoing

Mobility

In the period after World War II, new American suburban communities were built for cars, abandoning the traditional human scale of great American towns. While this was a tremendous technological achievement that made America a model for "modern" development, it has produced a mixed legacy for the 21st Century. On the one hand, "the love affair with the car" produced unprecedented mobility, opening up an extraordinary range of convenient choices for motorists. On the other hand, it has been an environmental disaster, blighted major portions of the older suburban landscape and marooned the young, the old, the poor, and the disabled.

The car will continue to be the mainstay of our mobility options in Azusa. But by reestablishing a human scale in how we build and rebuild our community, we can strengthen the alternatives of walking, biking, and public transit to promote a more balanced and sustainable home town.

The Mobility Element complements the land use choices to reduce traffic congestion and pollution; create more prosperous and vital neighborhoods; and promote healthier environments. Building to human scale will help make bus and future light rail train connections attractive choices, instead of alternatives of last resort.

Statutory Requirements

State law requires a circulation element in all city general plans,

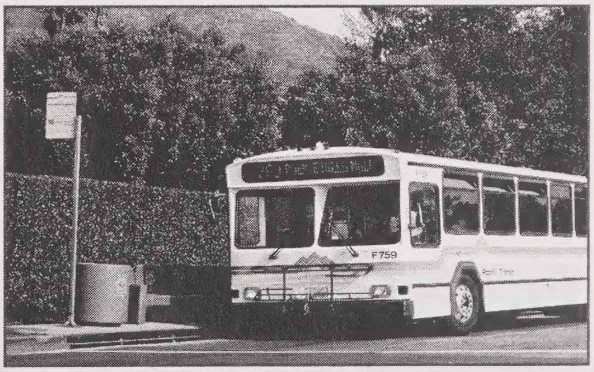
> *"consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."*

The Azusa Mobility Element provides a comprehensive approach to local transportation choices as a distinct, but integral part of the regional circulation patterns and realities.

Mobility Big Ideas

Within each of Elements are strong, clear ideas that can bring about significant change for Azusa. The "big ideas" for mobility are:

- Promote the construction of two Gold Line Light Rail Stations – Downtown and Monrovia Nursery.
- Increase roadway capacity at the western and southern edges of the City thus relieving through traffic on Azusa Avenue.
- Create a "river parkway" that links to 210 Freeway interchange and Sierra Madre Avenue.
- Create new north-south routes south of the freeway to improve southwestern circulation.
- Add bike and pedestrian links to schools, commercial centers, and public centers.
- Study the conversion of Azusa and San Gabriel Avenues to two-way traffic.
- Replace Vernon Avenue interchange with a new interchange at Zachary Padilla to reclaim the surrounding neighborhood.



Mobility Existing Conditions

Azusa's economy and quality of life were particularly damaged by the failed transportation policies of the past. Putting cars first, Caltrans tore a hole in the heart of the community with Highway 39's one-way highways and then blasted through the 210 Freeway without even the most minimal protections for surrounding neighborhoods. Not only was the historic downtown fatally damaged, but also later efforts to revive it were badly hampered by the legacy of the one-way street pattern and dislocation by the freeway bypass. Lack of well-planned street connections has led to congested bottlenecks, neighborhood isolation, and, perhaps, the sacrifice of many residential streets to speeding traffic. Overly wide streets may have degraded the safety and livability of many neighborhoods throughout the city.

On these streets, autos appear to travel too fast, while pedestrian and bike travel may be hazardous. Strip development leads to clogged corridors and inefficient parking. While the City of Azusa has been among the leaders in providing transit alternatives, these are undermined by the operating costs and limitations of serving an auto-dominated landscape.

The new vision is to revive retail by concentrating it in the city's key districts, as well as providing neighborhood-serving stores and services in neighborhood centers within a five-minute walk or easy bike ride of most homes. The corridors well-served by regional public transit would transition from obsolete, auto-oriented uses to high quality townhomes, courtyard apartments or offices, with some neighborhood retail allowed on ground floors to serve residents and workers.

Summary of Transportation Issues

Traffic conditions in the City of Azusa are generally very good, with comparatively little traffic congestion. Most roadways currently provide more than adequate capacity for the number of cars using them. The streets carrying the most vehicles are Azusa Avenue south of I-210 and Arrow Highway in the southern part of the City. The worst traffic conditions occur along Azusa Avenue between I-210 and Arrow Highway, around Citrus Avenue and Base Line Road at and near the I-210 ramps, and at the Todd Avenue/Foothill Boulevard intersection. Only one intersection in the entire city, Todd Avenue and Foothill Boulevard, has a traffic condition that fails (Level of Service F) and that is only during the morning rush hour.

Heavy truck activity is evident on the west side of the City, primarily associated with the mining industry and supply of warehouses and factories. The mining operation is located in the northwest and west part of the City, although truck access actually occurs through the Cities of Duarte and Irwindale. In the central and east part of the City, trucks are less evident and data indicates that they comprise no more than 2 - 3% of the peak hour vehicle traffic.

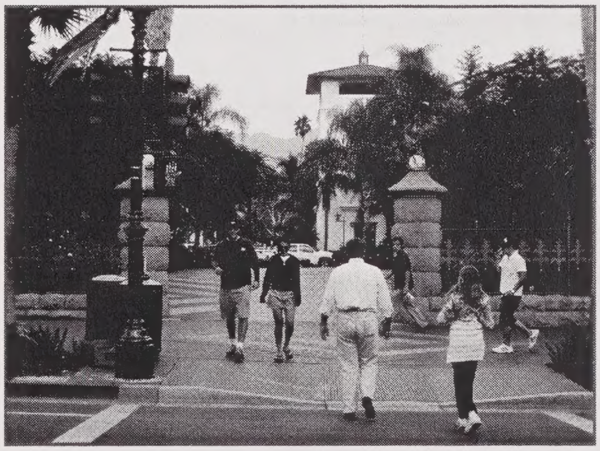
Traffic speed is a concern in certain areas of the City, including San Gabriel Avenue, and Pasadena Avenue north of Ninth Street. Azusa is committed to work with local residents to evaluate "traffic calming" techniques to improve neighborhood safety and livability.

Since the basic roadway infrastructure appears to be largely adequate for auto traffic, the Mobility Element update affords an opportunity to focus on improving other ways to get around. There are few striped or exclusive bike routes in the City. Many streets lack sidewalks and there are few off-street pedestrian trails, especially needed to connect the city with the River and foothills. The old

AT&SF railroad right-of-way, currently owned by Los Angeles County Metropolitan Transit Authority (LACMTA), has the potential to be developed for pedestrian and bike use or some other forms of improved transit service.

Vision

By putting people first, Azusa will become a pedestrian-friendly, transit-oriented community. The congested, declining commercial strips will be transformed into well-planned transit corridors, connecting all our neighborhoods and districts. Two-way traffic on Azusa Avenue and San Gabriel Avenue might improve business health Downtown and restore San Gabriel Avenue as a residential street. Residents and visitors will easily move around the city, as pedestrians and bicyclists use an extensive network of sidewalks and trails and commuters use the Gold Line Light Rail line.



Mobility Goals and Policies

Citywide Access and Circulation

GOAL

1 BALANCE THE ROADWAY WITH THE PLANNED LAND USES IN THE CITY.

POLICIES

1.1 Provide an efficient street system in the city, to support the City's mobility goals and land use plan. (See Figures M-1 and Appendix Mobility Plan) (M1 and M2)

1.2 Maintain Level of Service D on roadway segments and at signalized intersections throughout the City, except in the downtown area, the University District, and in the vicinity of freeway interchanges where Level of Service E shall be maintained in these areas. (M1)

1.3 Require the cost of improvements to the existing circulation system and new circulation system necessitated by new development to be borne by that development that gains benefit. (M3)

1.4 Work with adjacent jurisdictions and agencies to ensure that development projects and infrastructure projects outside the City of Azusa do not adversely impact the City. (M4)

GOAL

2 FULLY DEVELOP THE STREET SYSTEM TO ALLOW ACCESS TO ALL AREAS OF THE CITY. COMPLETE MISSING LINKS IN THE CITY'S STREET SYSTEM.

POLICIES

2.1 Improve the street system by extending and connecting the street grid in the southwestern area of the city including but not limited to, a new north-south roadway by extending Vincent Avenue from Gladstone Street to Todd Avenue; extending First Street from Vernon Avenue to Irwindale Avenue; and constructing a new interchange with I-210 in the vicinity of Zachary Padilla Avenue. (M5)

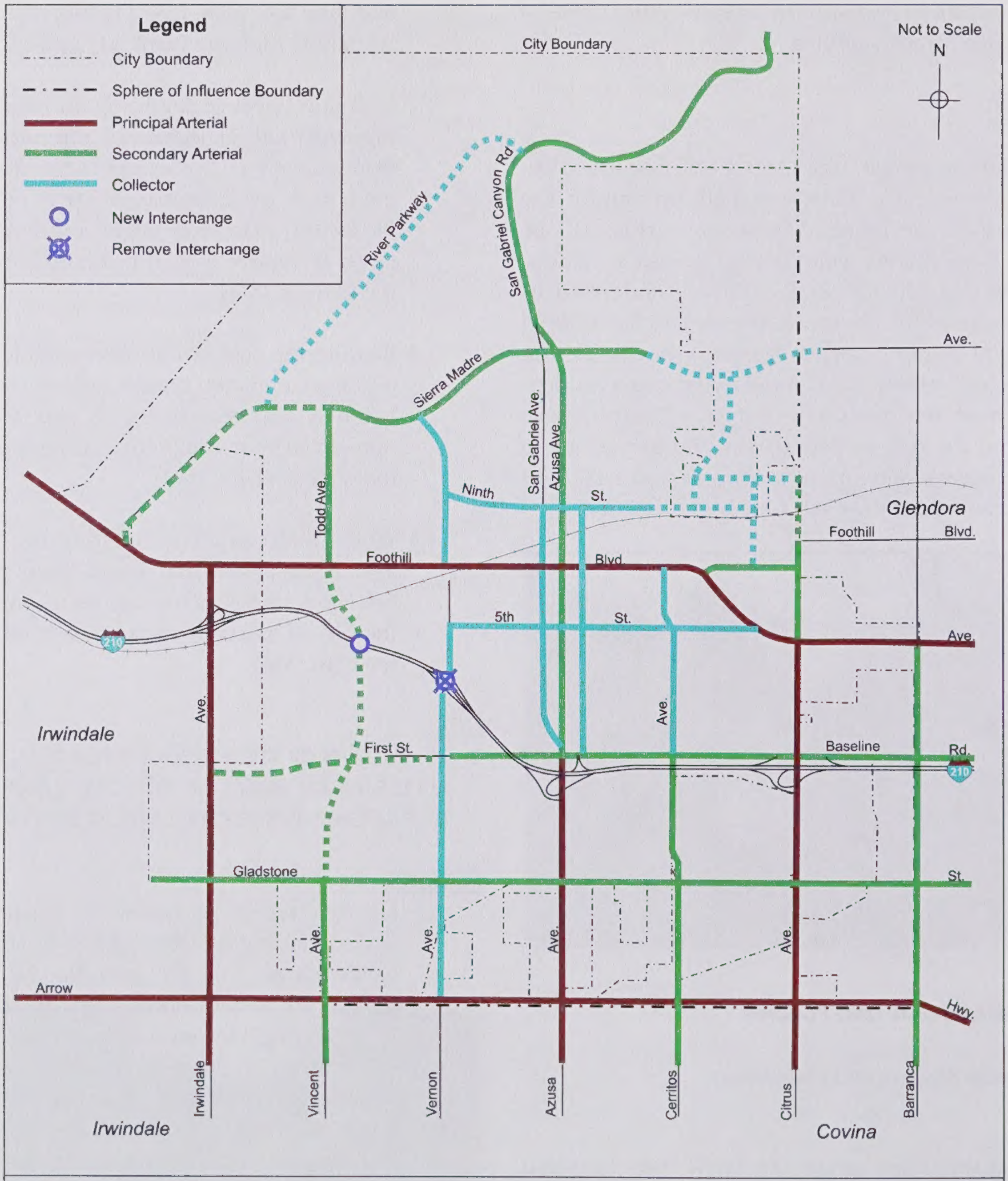

Legend
City Boundary
Sphere of Influence Boundary
Principal Arterial
Secondary Arterial
Collector
New Interchange
Remove Interchange
Not to Scale
N
City Boundary
River Parkway
San Gabriel Canyon Rd
Sierra Madre
Ave.
Todd Ave.
Ninth
St.
San Gabriel Ave.
Azusa Ave.
Glendora
Foothill
Blvd.
Foothill
Blvd.
5th
St.
Ave.
210
Irwindale
Ave.
Ave.
First St.
Baseline
Rd.
210
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy.
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina

Figure M - 1
Street Classifications

Azusa General Plan - Mobility Element

The Mobility Group
Transportation Strategies & Solutions

2.2 Improve the street system in the northwestern part of the city including, but not limited to, a new River Parkway and the extension of Sierra Madre Avenue. (M5)

2.3 Extend the street grid to provide multiple access routes to the Monrovia Nursery development. (M5)

2.4 To simplify traffic flow, improve the following intersections and or road segments: Foothill Boulevard and Alosta Avenue, Sierra Madre Avenue and San Gabriel Avenue, San Gabriel Avenue extension to Azusa Avenue (between Baseline and 2nd Street), Azusa Avenue extension to Newburgh Street (between Arrow Highway and Newburgh Street) (M6)

2.5 Improve the operational efficiency of the roadway system, with implementation of traffic management measures, to minimize delay and congestion but without adversely impacting transit vehicles, bicyclists, and pedestrians. (M7)

Transportation Choices

GOAL

3 PROVIDE A CONNECTED, BALANCED, AND INTEGRATED TRANSPORTATION SYSTEM THAT ENABLES AZUSANS TO WALK, BIKE, AND TAKE TRANSIT, RATHER THAN USING THEIR CAR.

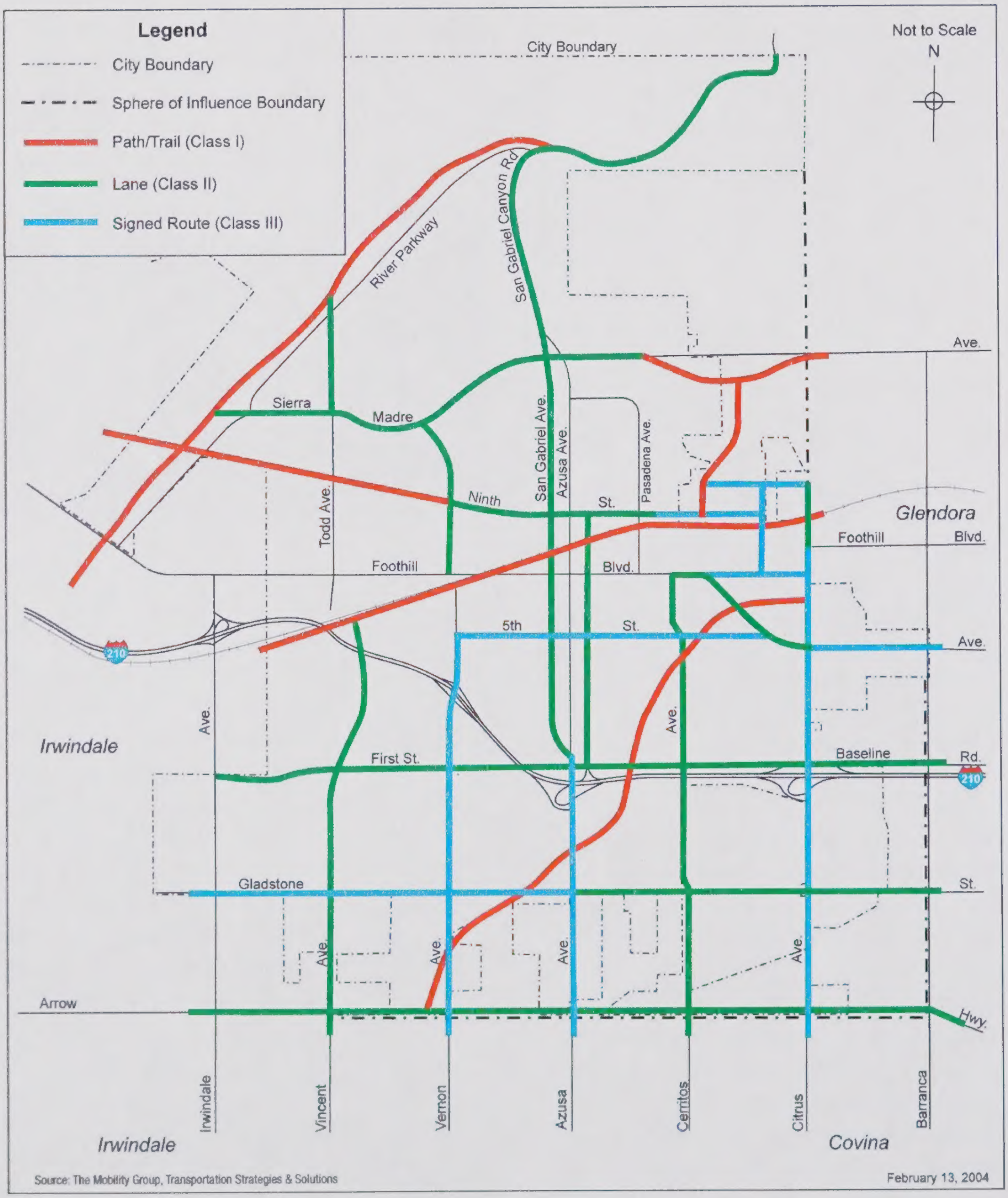
POLICIES

3.1 Develop and maintain a citywide pedestrian network of both on-street and off-street walkways. Network shall link new neighborhoods with existing neighborhoods, connect neighborhood centers, schools, parks, commercial centers, and citywide destinations such as Downtown, the San Gabriel River, and Civic Center. (M8)

3.2 Coordinate the provision and maintenance of the non-motorized circulation network with adjacent jurisdictions. (M4)

3.3 Provide pedestrian amenities (such as benches, seats, water fountains, shady street trees, etc.) and conditions that enhance the pedestrian experience along the pedestrian network. (M9 and M10)

3.4 Develop and maintain a citywide bicycle network of both on-street bike lanes and off-street bike paths in accordance with the Bicycle Routes (Figure M-2). The network provides for off-street paths along the San Gabriel River, railroad rights-of-way, alongside flood control channels, and within existing and new neighborhoods, where feasible. The network improves connections between residential neighborhoods, schools and commercial centers, as well as providing connections to citywide destinations such as Downtown, the University District, the San Gabriel River, and Civic Center. (M6 and M11)


Legend
City Boundary
Sphere of Influence Boundary
Path/Trail (Class I)
Lane (Class II)
Signed Route (Class III)
Not to Scale
N
City Boundary
River Parkway
San Gabriel Canyon Rd
Ave.
Sierra
Madre
San Gabriel Ave.
Azusa Ave.
Pasadena Ave.
Todd Ave.
Ninth
St.
Glendora
Foothill
Blvd.
Foothill
Blvd.
210
5th
St.
Ave.
Irwindale
Ave.
Ave.
First St.
Baseline
Rd.
210
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy.
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina

Source: The Mobility Group, Transportation Strategies & Solutions

February 13, 2004

Bicycle Routes

GENERAL PLAN UPDATE

FIGURE M-2

3.5 Provide bicycle amenities (bicycle parking spaces, bike lockers, etc.) on/near the bicycle network. (M6 and M12)

3.6 Improve/enhance local and regional transit service in the city. (M4 and M6)

3.7 Limit drive-thru facilities in the city in pedestrian areas. (M13)

Street Character

GOAL

4 DESIGN/REDESIGN STREETS TO ENCOURAGE PEDESTRIANS AND BICYCLES AND TO ACCOMMODATE VEHICLES. MAKE CITY STREETS MORE PEDESTRIAN-FRIENDLY AND BICYCLE-FRIENDLY.

POLICIES

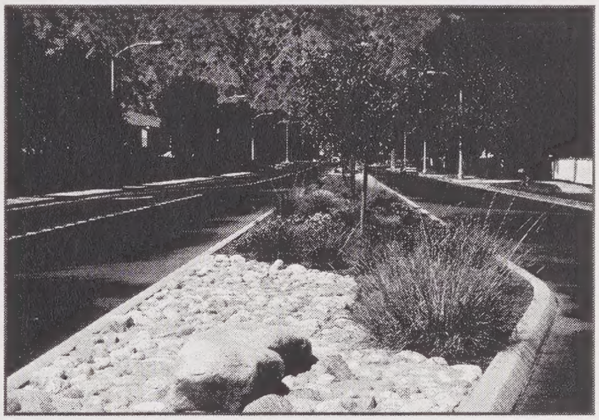
4.1 Design/redesign streets to reflect the character of the surrounding neighborhood including roadway classification and roadway amenities/landscaping. This includes changing from Arterial to Collector, the following roads in residential areas: Vernon Avenue, San Gabriel Avenue, 5th Street, 9th Street, and Pasadena Avenue. (M14)

4.2 Consider converting Azusa Avenue and San Gabriel Avenue between First Street and Sierra Madre Avenue to two-way streets. (M15)

4.3 Provide sidewalks on all city streets, as appropriate (see Mobility Policy 3.1). (M8)

4.4 Provide bicycle lanes where possible on city streets (see Mobility Policy 3.4). (M6)

4.5 Consider extending landscape parkways and adding landscape medians and bike lanes to reduce width of excessively wide streets, where street width hampers pedestrian activity and can lead to speeding traffic. (M16)



Residential Neighborhood Streets

GOAL

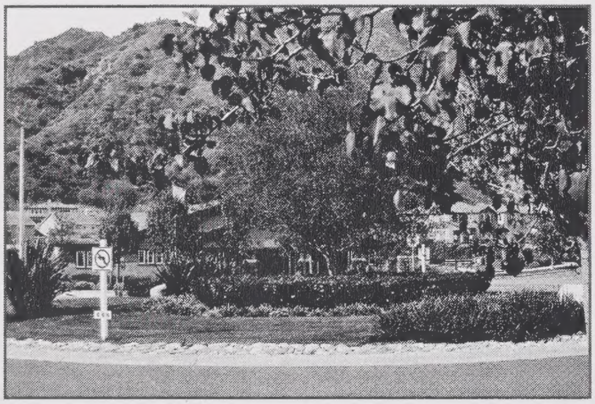
5 CALM TRAFFIC IN THE CITY AND DESIGN/ REDESIGN RESIDENTIAL STREETS TO DISCOURAGE THROUGH TRAFFIC AND ENCOURAGE RESIDENTIALLY ORIENTED TRAFFIC, WALKERS, AND BIKES.

POLICIES

5.1 Reduce through traffic along Vernon Avenue into the residential neighborhoods by closing the Vernon Avenue interchange and opening a new interchange at Zachary Padilla Avenue. (M4)

5.2 Calm traffic (i.e. slow speed, limit through traffic, etc.) in residential neighborhoods including the use of various traffic calming devices or procedures. (M7 and M17)

5.3 Consider implementing traffic calming measures on San Gabriel Avenue after San Gabriel Avenue becomes a two-way street. (M7 and M17)



Transit Service

GOAL

6 IMPROVE/ENHANCE LOCAL AND REGIONAL TRANSIT SERVICE IN THE CITY.

POLICIES

6.1 Consider supplementing the existing Azusa Transit service by establishing an area-to-area service of flexible routes that cover the whole city (Figure M-3). (M15)

6.2 Encourage Foothill Transit to enhance regional transit connections to/from Azusa, by:

- adding routes;
- improving service frequencies;
- providing transit routes closer to residential neighborhoods; and
- providing transit routes to Azusa transit centers or stations. (M4)

6.3 Encourage and assist the development of regional light rail transit in the city including two stations in Azusa (Downtown and Monrovia Nursery). (M4 and M18)

6.4 Provide park and ride lots to encourage and facilitate use of transit. (M6 and M11)

Truck Traffic

GOAL

7 FOCUS TRUCK TRAFFIC ONTO APPROPRIATE ARTERIAL CORRIDORS WITHIN THE CITY, AND KEEP TRUCK TRAFFIC OUT OF RESIDENTIAL NEIGHBORHOODS.

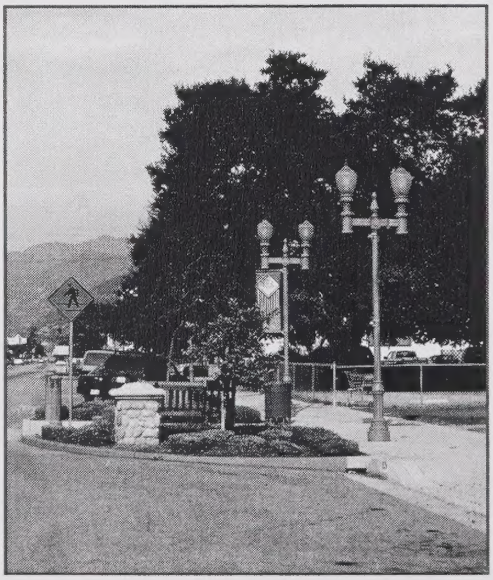
POLICY

7.1 Modify the truck route network in accordance with the Truck Route Plan (Figure M-4). (M19 and M20)

Land Use Planning Support of Mobility Goals

GOAL

8 ENCOURAGE WALKING, BIKING, AND THE USE OF TRANSIT THROUGH A VARIETY OF LAND USE DEVELOPMENT AND URBAN DESIGN MEASURES.



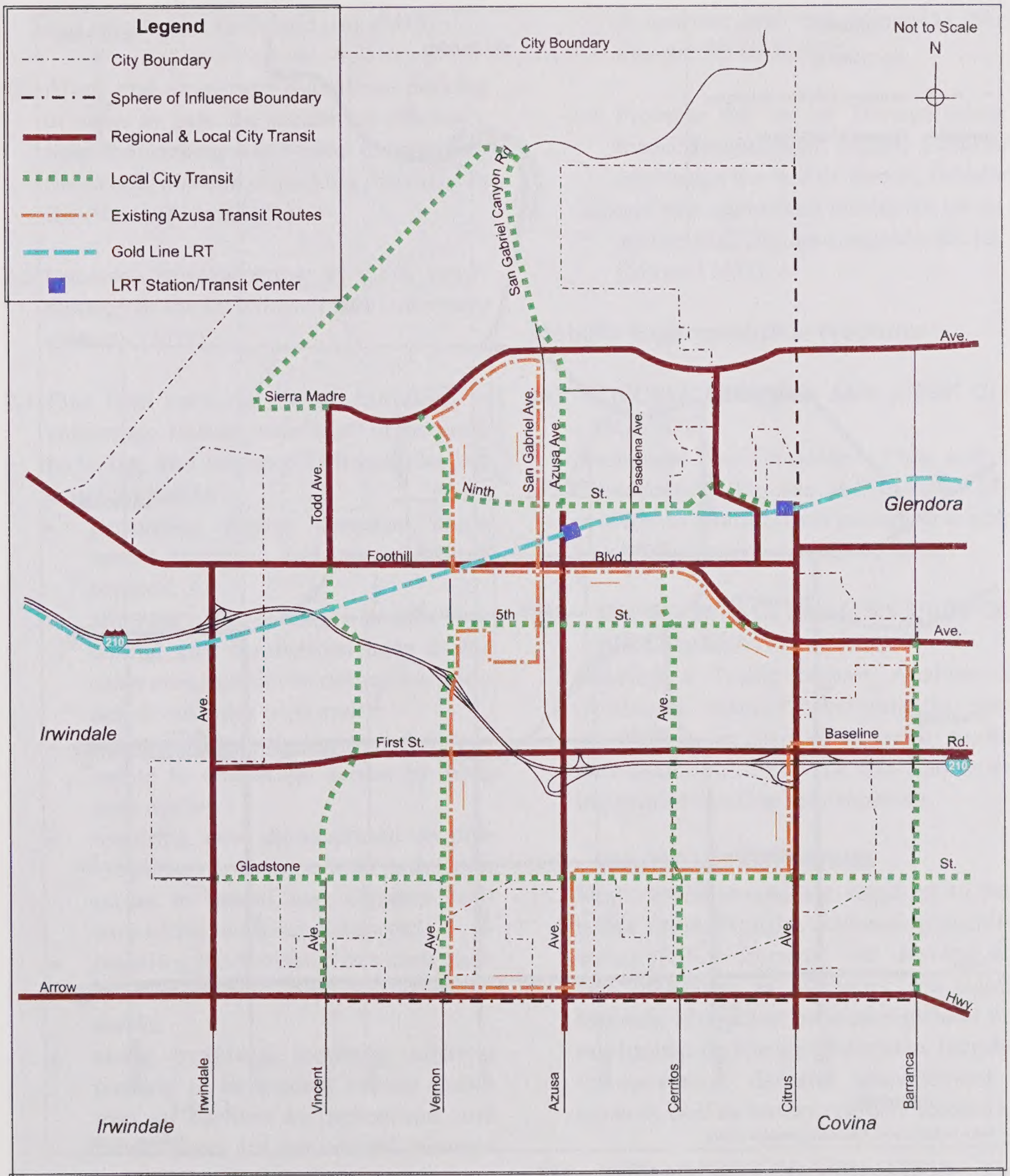
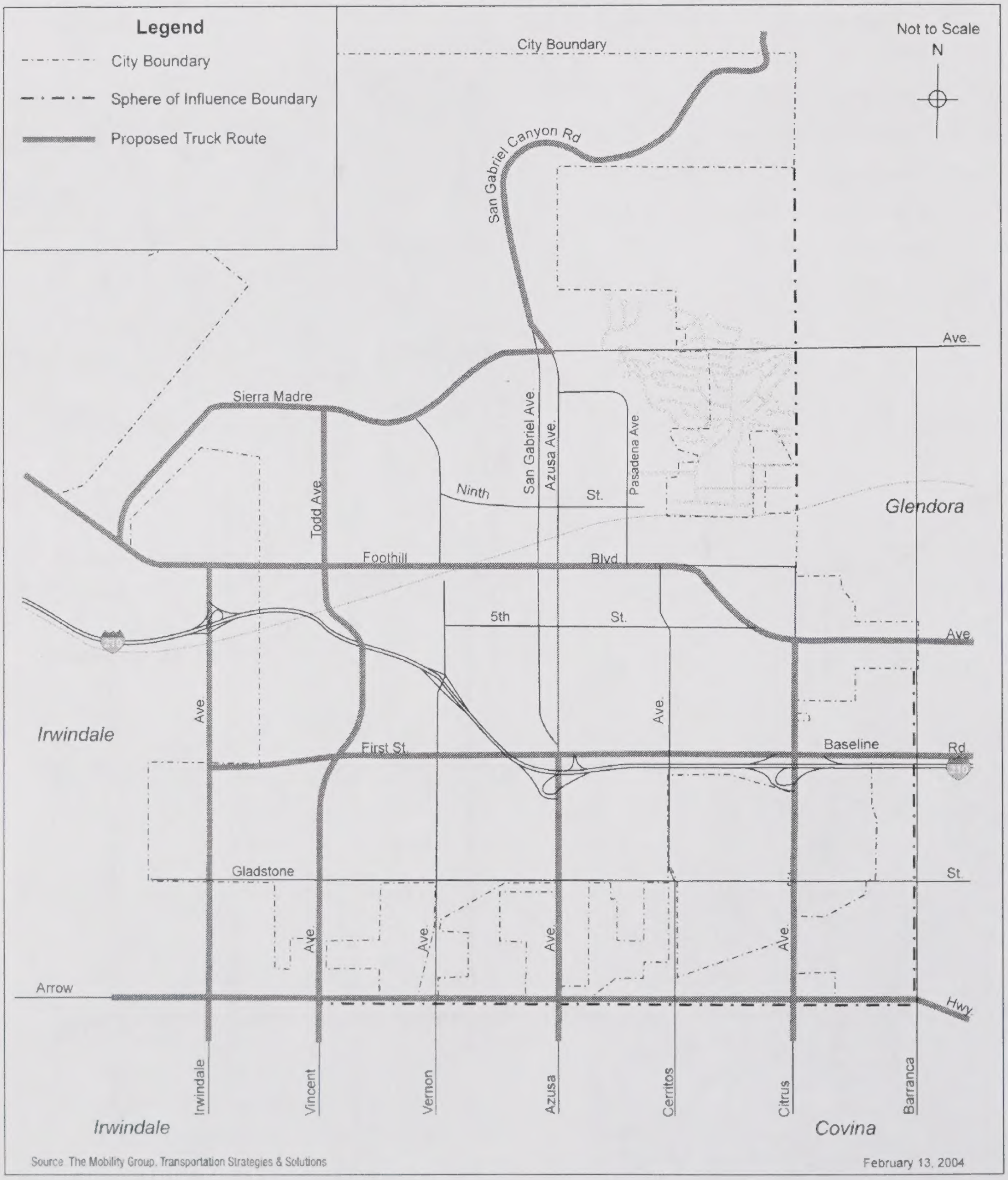

Legend
City Boundary
Sphere of Influence Boundary
Regional & Local City Transit
Local City Transit
Existing Azusa Transit Routes
Gold Line LRT
LRT Station/Transit Center
Not to Scale
N
City Boundary
San Gabriel Canyon Rd.
Sierra Madre
Ave.
Todd Ave.
San Gabriel Ave.
Azusa Ave.
Pasadena Ave.
Ninth
St.
Glendora
Foothill
Blvd.
5th
St.
Ave.
210
Ave.
Ave.
Irwindale
First St.
Baseline
Rd.
210
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy.
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina

Figure M - 3
Proposed Expanded Transit System

Azusa General Plan - Mobility Element

The Mobility Group
Transportation Strategies & Solutions


Legend
City Boundary
Sphere of Influence Boundary
Proposed Truck Route
Not to Scale
N
City Boundary
San Gabriel Canyon Rd
Ave.
Sierra Madre
San Gabriel Ave.
Azusa Ave.
Pasadena Ave
Ninth
St.
Glendora
Todd Ave
Foothill
Blvd
5th
St.
Ave.
Ave.
Ave.
Irwindale
First St
Baseline
Rd
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina

Source: The Mobility Group, Transportation Strategies & Solutions

February 13, 2004

Truck Routes

GENERAL PLAN UPDATE

FIGURE M-4

POLICIES

8.1 Plan for an adequate amount, not an oversupply, of parking for autos, carpool vans, and bicycles for each land use. (M13)

8.2 Allow and encourage shared use parking in order to gain the maximum efficiency from the parking supply and to minimize the overall amount of parking provided in the city. (M13 and M21)

8.3 Consider implementing a "park once" strategy in the Downtown and University districts. (M21)

8.4 Plan land uses and design buildings to encourage transit, rideshare or carpool, bicycling, and walking. This includes but is not limited to:
- permitting higher densities along transit corridors and around transit stations;
- allowing a mix of uses to include residential and commercial uses in the same area in order to reduce the number of vehicular trips made;
- locating and designing new developments to encourage access by non-auto modes;
- requiring new development to provide direct and convenient pedestrian access to transit and adjacent land uses within walking distances;
- requiring the provision of transit facilities/amenities in larger scale developments;
- along corridors, requiring offstreet parking to be located behind buildings so barriers to pedestrians and transit users are not created between the building and the street; and
- locating buildings close to the street to be inviting to pedestrians and transit users, as appropriate. (M11 and M13)

8.5 Designate "Infill Opportunity Zones" for areas within one-third of a mile of the planned Gold Line transit stations in the downtown and the Monrovia Nursery site, per SB 1636. (M22)

8.6 Promote the use of Transportation Demand Management (TDM) programs to encourage the use of transit, ridesharing, and non-motorized modes for travel both within the City and outside of the City. (M4 and M11)

Mobility Implementation Programs

M1 CIRCULATION PLAN AND STREET CLASSIFICATION

Implement the Circulation Plan and Street Classification (Figures M-5 through M-8) to provide an arterial street hierarchy to efficiently carry traffic circulating in the city.

M2 TRAFFIC IMPACT ANALYSIS STUDY GUIDELINES MANUAL

Develop a Traffic Impact Analysis Study Guidelines Manual specifying the required procedures for conducting traffic studies for new developments in the City and determining impact-funding requirements.

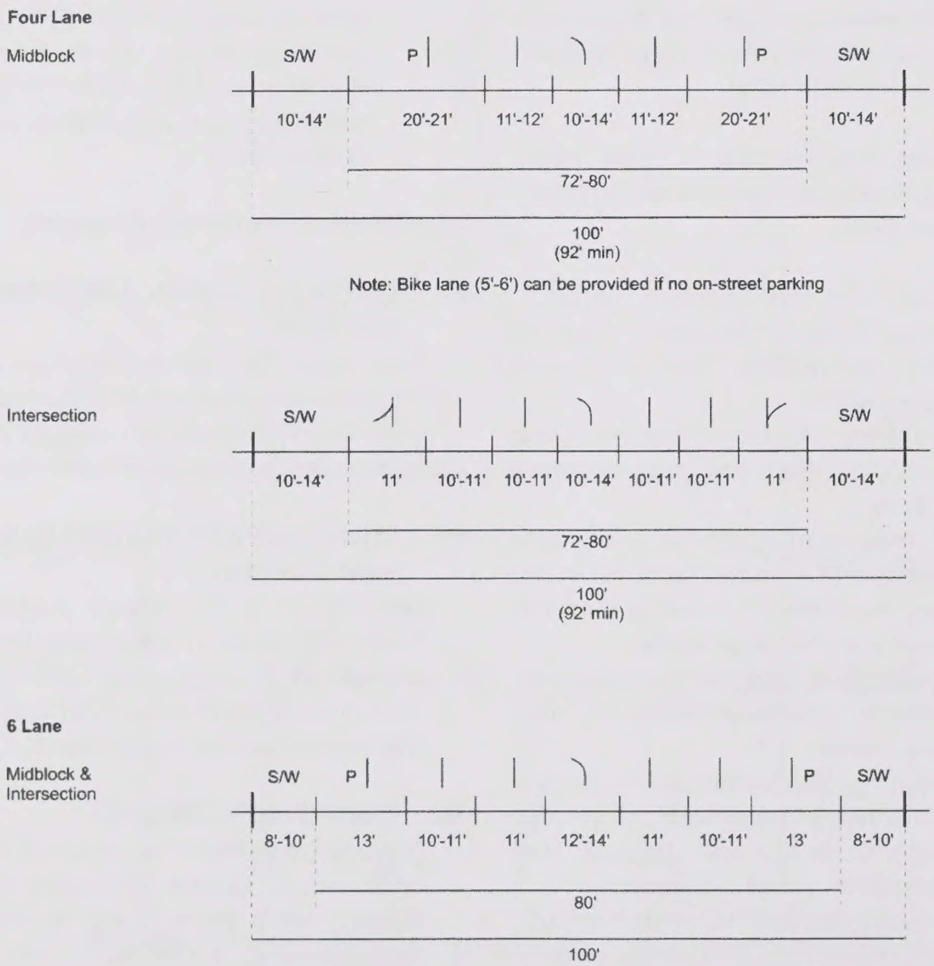
M3 TRAFFIC IMPACT STUDIES

New developments are required to prepare traffic impact studies addressing multimodal transportation impacts, and develop mitigation measures, as necessary, for significant impacts. Mitigation measures include but are not limited to, transit, pedestrian, bicycle, and transportation demand management measures as well as traffic/roadway solutions.

M4 INTERAGENCY COORDINATION

- Coordinate closely with adjacent jurisdictions to monitor and evaluate new projects, and coordinate with such jurisdictions

Principal Arterial Street (100' Right-of-Way, 72' to 80' Roadway, Four or Six Lanes)


Four Lane
Midblock
S/W
P
P
S/W
10'-14'
20'-21'
11'-12'
10'-14'
11'-12'
20'-21'
10'-14'
72'-80'
100'
(92' min)
Intersection
S/W
S/W
10'-14'
11'
10'-11'
10'-11'
10'-14'
10'-11'
10'-11'
11'
10'-14'
72'-80'
100'
(92' min)
6 Lane
Midblock & Intersection
S/W
P
P
S/W
8'-10'
13'
10'-11'
11'
12'-14'
11'
10'-11'
13'
8'-10'
80'
100'

Note: Bike lane (5'-6') can be provided if no on-street parking

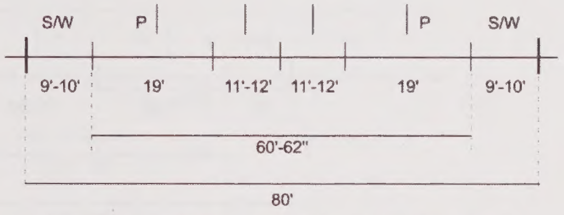
Figure M - 5
Street Standards - Principal Arterial Street

Azusa General Plan - Mobility Element

The Mobility Group
Transportation Strategies & Solutions

Secondary Arterial Street **(80' Right-of-Way, 60'- 62' Roadway, Four Lanes)**

Midblock


S/W
P
P
S/W
9'-10'
19'
11'-12'
11'-12'
19'
9'-10'
60'-62"
80'

Note: Bike lane (5'-6') can be provided if no on-street parking

Intersection

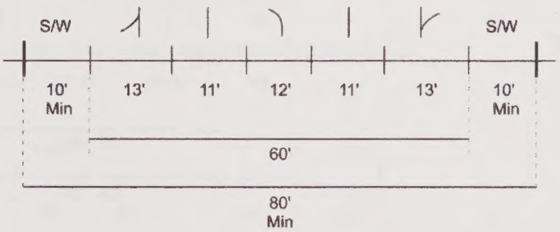

S/W
S/W
10' Min
13'
11'
12'
11'
13'
10' Min
60'
80' Min

Figure M - 6
Street Standards - Secondary Arterial Street

Azusa General Plan - Mobility Element

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Transportation Strategies & Solutions

Collector Street **(56'- 60' Right-of-Way, 36'- 40' Roadway, Two Lanes)**

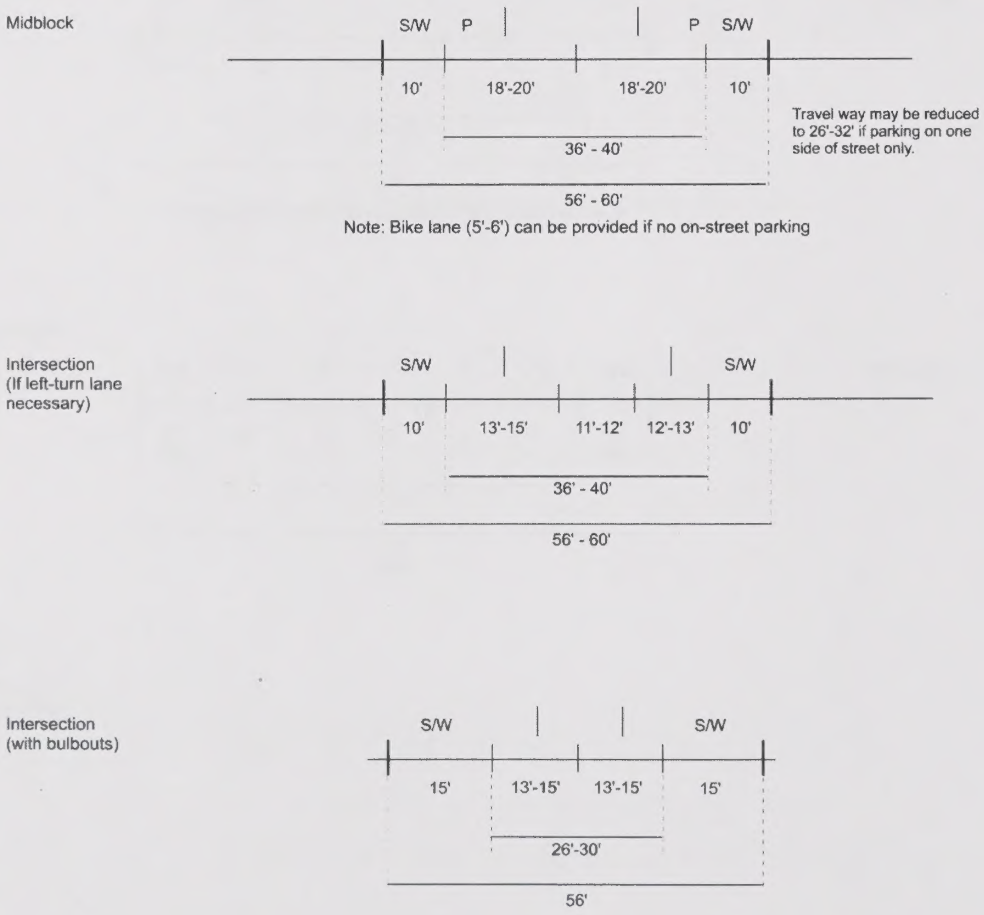

Midblock
S/W
P
P
S/W
10'
18'-20'
18'-20'
10'
36' - 40'
56' - 60'
Travel way may be reduced to 26'-32' if parking on one side of street only.
Note: Bike lane (5'-6') can be provided if no on-street parking
Intersection (If left-turn lane necessary)
S/W
S/W
10'
13'-15'
11'-12'
12'-13'
10'
36' - 40'
56' - 60'
Intersection (with bulbouts)
S/W
S/W
15'
13'-15'
13'-15'
15'
26'-30'
56'

Figure M - 7
Street Standards - Collector Street

Azusa General Plan - Mobility Element

The Mobility Group
Transportation Strategies & Solutions

Local Street **(40' to 48' Right-of-Way, 26' to 32' Roadway, Two Lanes)**

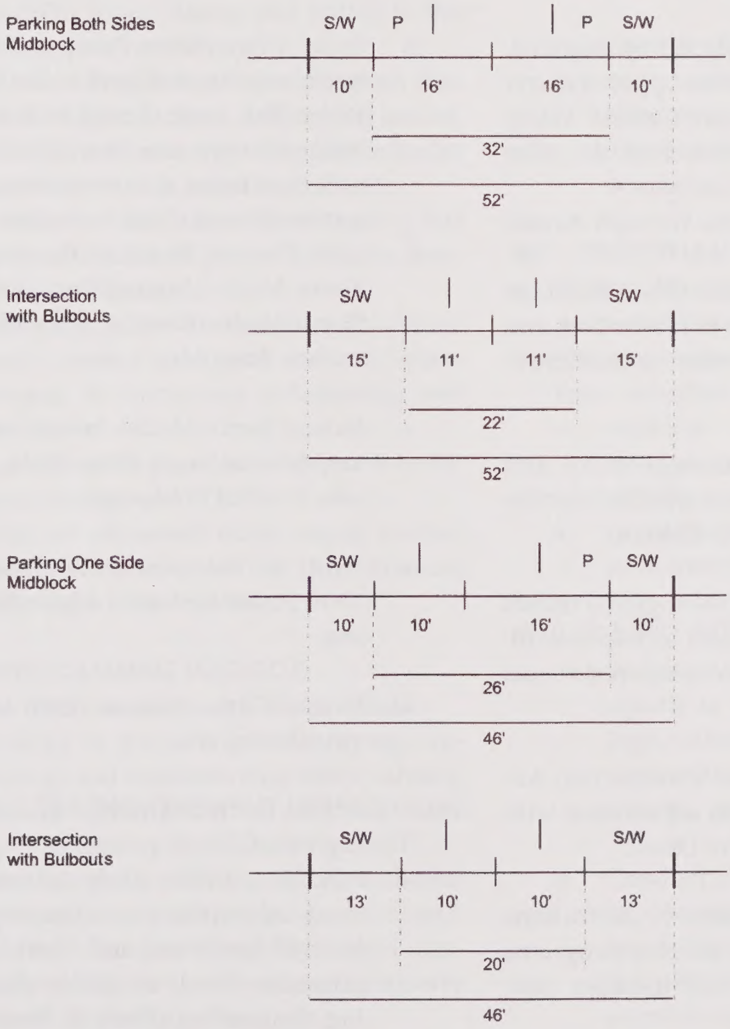

Parking Both Sides
Midblock
S/W
P
P
S/W
10'
16'
16'
10'
32'
52'
Intersection
with Bulbouts
S/W
S/W
15'
11'
11'
15'
22'
52'
Parking One Side
Midblock
S/W
P
S/W
10'
10'
16'
10'
26'
46'
Intersection
with Bulbouts
S/W
S/W
13'
10'
10'
13'
20'
46'

Figure M - 8
Street Standards - Local Street

Azusa General Plan - Mobility Element

The Mobility Group
Transportation Strategies & Solutions

where necessary to eliminate or minimize adverse impacts in the City.

- Work with surrounding jurisdictions, as well as other public agencies or quasi-public agencies to provide and ensure maintenance of nonvehicular trails and paths.
- Work with and actively lobby regional, state and federal agencies, appointed and elected officials, the San Gabriel Valley Council of Governments, and the Blue Line Construction Authority to:
  - extend the Gold Line through Azusa; and
  - to secure and build two Gold Line stops in Azusa (one in Downtown and one near Citrus Avenue on the Monrovia Nursery site).
- Actively pursue interchange study and design of Vernon Avenue and Zachary Padilla Avenue ramps with Caltrans.
- Meet periodically with the regional transit operator (Foothill Transit) to improve regional transit service to Azusa residences and businesses.
- Work with the Blue Line Construction Authority to provide grade separations with Citrus Avenue, and Palm Drive.
- Work with major employers, institutions and activity centers, to develop programs to reduce auto trips and increase non-auto trips.

M5 ROADWAY IMPROVEMENTS

- Construct a new north-south roadway by extending Vincent Avenue (as a Secondary Arterial) from Gladstone Street to Todd Avenue, with a connection to I-210 at a new interchange at Zachary Padilla Avenue.
- Work with Caltrans to construct a new interchange with I-210 in the vicinity of Zachary Padilla Avenue.
- Extend First Street (as a Secondary Arterial) west from Vernon Avenue to Irwindale Avenue.
- Build a new River Parkway (as a Collector) along the east bank of the San Gabriel River. This road should be a meandering roadway with one lane in each direction and turn lanes at intersections. This new parkway road should connect to San Gabriel Canyon Road to the north and to Sierra Madre Avenue the south. South of Sierra Madre Avenue, it should be a Secondary Arterial.
- Extend Sierra Madre Avenue as a Secondary Arterial west from Todd Avenue to new Foothill Boulevard.
- Study the extension of 9th Street east and 10th Street east into Monrovia Nursery site.
- Extend Citrus Avenue north into Monrovia Nursery site.

M6 CAPITAL IMPROVEMENT PROGRAM

Through the CIP:

- conduct a traffic study to determine the most appropriate configuration for the Foothill Boulevard and Alosta Avenue intersection. Study should evaluate realigning the east leg (Foothill Boulevard) to a perpendicular tee into Alosta Avenue (and eliminate the north and east sides of the current triangle), installing a roundabout, or other configurations. Construct the study's findings;
- conduct a roadway improvement design study to determine the most appropriate

configuration for San Gabriel Avenue and Azusa Avenue at Sierra Madre Avenue. Through the study determine method for disposing of vacated roadway and right-of-way. In accordance with the study, construct improvements;

- plan for and construct bike network facilities (bike routes, lanes, and paths) in the existing areas of the city;
- include a bicycle amenities program that installs bicycle lockers, and parking spaces, at the Civic Center and other public buildings or areas such as parks, pool, etc.;
- provide bus stop amenities including bus shelters, shade/rain protection, seats, transit information, etc.;
- build park and ride lots at rail stations/ transit centers and near freeway interchanges, to encourage ridesharing and transit use;
- upgrade traffic signals and improve traffic signal timing; and
- install an advanced traffic signal control system, as determined by the advanced traffic signal control study.

M7 TRAFFIC CALMING TOOLBOX

Create a traffic management toolbox that:

- develops a process for identifying, approving, and implementing traffic calming procedures in residential neighborhoods where necessary and appropriate;
- identifies traffic control methods and their appropriate use and implementation; and
- includes the participation of local residents, business owners, and property owners as well as technicians.

M8 SIDEWALKS AND PEDESTRIAN TRAILS

- Construct on-street sidewalks on all local streets and off-street pedestrian trails, to provide a connected pedestrian system. This includes the construction of:
  - ▪ on-street sidewalks on all roadways with a collector or arterial designation; and
  - ▪ off-street pedestrian trails in existing neighborhoods (in combination with bike paths where feasible and appropriate) to connect to neighborhood centers and citywide destinations.

- Require all new developments to plan for and construct on-street sidewalks and/or off-street paths connecting to surrounding neighborhoods, districts, and destinations.

M9 PEDESTRIAN AMENITIES PROGRAM

In the CIP, create a pedestrian amenities program that installs pedestrian facilities such as benches, water fountains, streets, etc. Pedestrian amenities program shall:

- establish streetscape requirements for new or renovated developments along corridors and in districts; and
- establish streetscape design and amenities to be installed by the City.

M10 TRAFFIC SIGNALS

- Include pedestrian walk phases at traffic signals in districts, along corridors with high pedestrian volumes, and at intersections that serve public facilities such as schools, parks, library, post office, etc.

- Conduct a study to possibly develop and implement an advanced traffic signal control system for traffic signals including, but not limited to, visual detectors, and adaptive signal timing control software.

M11 NEW DEVELOPMENT AND SUBSTANTIALLY RENOVATED DEVELOPMENT CIRCULATION REQUIREMENTS

- Require new developments to include both on-street bike lanes and/or offstreet bike paths linking the developments to the surrounding neighborhoods, districts, and centers.

- Consider requiring new developments, employers with many employees, and significantly renovated development projects to contribute to a park and ride construction and maintenance fund.

- Require new developments and substantially renovated developments to install and implement transit amenities including bus turnouts, pedestrian shelters, and other streetscape.

- Require new developments to develop TDM programs to minimize auto trips and to encourage use of transit, ridesharing, bicycling and walking.

M12 BICYCLE AMENITIES

- Modify the City Code to require provision of bicycle parking spaces, bicycle lockers, and, as appropriate, showers for bicycle riders at new buildings providing significant employment, at transit stations, and in the districts.

- Encourage the provision of bicycle parking spaces, bicycle lockers, and showers for bicycle riders at existing buildings providing significant employment, commercial and recreational destinations in the City.

- Provide traffic control push button devices at convenient locations for bicyclists at intersections.

M13 DEVELOPMENT CODE

Modify the Development Code to:

- regulate drive-thru facilities in the Downtown, University District, and other pedestrian areas with careful attention to vehicle/pedestrian interaction;
- stipulate maximum parking ratios and minimum parking ratios;
- include minimum requirements for ride-share and bicycle parking in offstreet parking facilities;
- encourage shared use parking in those areas where a mix of uses with different peak usage are located adjacent or near each other; and
- encourage the land use distribution, development siting, and architectural design that promote safety, pedestrian friendly design, and access to transit facilities.

M14 CIRCULATION PLAN

Through the Circulation Plan, change the roadway classification from Arterial to Collector on following roadways in primarily residential areas: Vernon Avenue, San Gabriel Avenue, 5th Street, 9th Street, and Pasadena Avenue.

M15 MOBILITY STUDIES

Conduct a study to:

- determine the feasibility and acceptability of reverting Azusa Avenue and San Gabriel Avenue to two-way traffic;
- determine transit needs within the City, and to adapt the transit system to meet that need; and
- determine if it is feasible and desired to create a flexible route transit system that serves residential neighborhoods, the districts (i.e. University, West End, Edgewood, etc.), transit centers, institutional facilities, and recreational areas. Consider providing frequent service and allow on-call deviations from fixed routes. Consider basing the service on smaller (20-seat) vehicles.

M16 ROADWAY WIDTH REDUCTION

Create a program to identify appropriate streets and to determine the most effective method to reduce the existing roadway width on, but not limited to, the following streets: San Gabriel Avenue, Pasadena Avenue, Alameda Avenue, Azusa Avenue (1st Street to 5th Street). Include public participation in the street identification process.

M17 NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Develop a prototype Neighborhood Traffic Management Program that establishes procedures and process to be followed for the implementation or construction of the traffic management or traffic calming tools.

M18 TRANSIT CENTERS AND MULTI-MODAL STATIONS

- Develop two transit centers in the City, as multi-modal transit facilities to include rail, bus, and local shuttle, with adequate facilities for and transfers between each transit service.

- Work with developers, local agencies, and not-for-profit groups to construct a multi-modal transit center in Downtown (at the planned Gold Line station between Azusa Avenue and Alameda Avenue) and at Citrus Avenue (on the Monrovia Nursery site).

M19 TRUCK ROUTE CRITERIA

Establish criteria for new truck routes, as needed.

M20 CODES ENFORCEMENT

Through vehicle and other codes enforcement ensure that trucks adhere to the routes.

M21 "PARK ONCE" STUDY

Conduct a "park once" study to determine appropriate parking standards for those businesses and homes located in the University and Downtown Districts that would use the park once parking facility, determine appropriate financing mechanisms, and determine facility siting, construction, and maintenance requirements.

M22 INFILL OPPORTUNITY ZONES

Adopt a City Council resolution that designates those areas within one-third of a mile of a planned Gold Line transit stations as "Infill Opportunity Zones".

Mobility projects that could realistically be completed in the next five years

1. Conduct the Azusa Avenue and San Gabriel Avenue Two Way Study.
2. Reconstruct Alosta Avenue and Foothill Boulevard intersection.
3. Redesign and construct the San Gabriel and Azusa Avenue intersections with Sierra Madre Avenue.
4. Develop prototype Neighborhood Traffic Calming (including the Traffic Management Toolbox).
5. Create Pedestrian Amenities Program.
6. Conduct the "Park Once" Study.
7. Adopt the "Infill Opportunity Zones".

Mobility Implementation Matrix
(Part 1 of 2)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., and/or Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
M1	Circulation Plan and Street Classification		●							●						●									Ongoing
M2	Traffic Impact Analysis Study Guidelines Manual									●						●									2006
M3	Traffic Impact Studies	●								●						●									Ongoing
M4	Interagency Coordination	●	●							●						●		●							Ongoing
M5	Roadway Improvements									●						●	●	●		●		●			Ongoing
M6	Capital Improvement Program		●							●						●									Ongoing
M7	Traffic Calming Toolbox		●							●						●		●							2006
M8	Sidewalks and Pedestrian Trails		●							●						●	●			●					Ongoing
M9	Pedestrian Amenities Program									●						●		●			●				2009
M10	Traffic Signals									●						●									Ongoing
M11	New Development and Substantially Renovated Development Circulation Requirements		●							●						●									Ongoing
M12	Bicycle Amenities		●							●						●		●							Ongoing
M13	Development Code		●													●									Ongoing

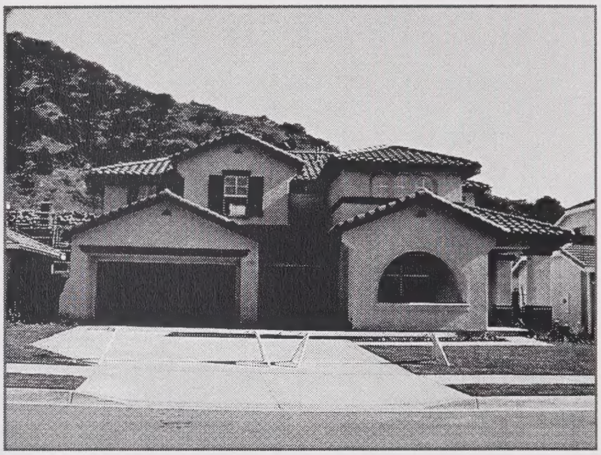
Mobility Implementation Matrix
(Part 2 of 2)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., and/or Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
M14	Circulation Plan		●													●									Ongoing
M15	Mobility Studies	●	●							●						●									20099
M16	Roadway Width Reduction									●						●									Ongoing
M17	Neighborhood Traffic Management Program									●						●									Ongoing
M18	Transit Centers and Multi-Modal Stations	●	●							●				●		●	●		●		●	●	●		Ongoing
M19	Truck Route Criteria									●						●									Ongoing
M20	Codes Enforcement		●													●									Ongoing
M21	Park Once Study		●	●						●						●	●			●					2006
M22	Infill Opportunity Zones		●										●			●									Ongoing

Housing

Introduction

This section consists of an excerpt from the 2000-2005/2006 Housing Element, which was adopted by the Azusa City Council and certified by the State Department of Housing and Community Development in December 2001. The full version of the Housing Element contains extensive data and analysis as required by State law and is published separately.



Community Context

Beginning with a population of 865 in 1899, Azusa grew from 29,380 residents in 1980 to 41,330 residents in 1990, an increase of 41 percent. Since 1990, however, population growth has been relatively moderate, reflecting both the economic recession of the early to mid 1990s, and the limited availability of land remaining for residential development in an essentially "built-out" community. As of 2000, Azusa had a population of 44,710, representing an 8 percent increase over the prior decade.

Among the eight San Gabriel Valley "Foothill communities," Azusa has long supplied a disproportionate amount of the "affordable" housing. Most neighboring jurisdictions have a history of actively discouraging the provision of multi-family or entry-level housing. As a result, among Foothill cities, Azusa has the lowest rate of home ownership, lowest median housing sales price and the highest rates of overcrowding and substandard housing. These factors also contributed to a decline in retail economic activity as surrounding cities aggressively pursued sales tax revenue drawn by their stronger buying power. As a result, many older neighborhoods in Azusa went into decline, with property values and reinvestment falling and crime and rental turn-over increasing.

The lack of affordable housing in surrounding cities has also exacerbated the squeeze on Azusa's housing as rents have risen without substantial reinvestment, due to a regional housing shortage. Due to a substantial amount of residential growth occurring in the 1950s and 1960s, over 50 percent of the housing stock in the City is thirty years or older, the age when most homes begin to require major repairs.

In the face of these challenges, Azusa in recent years has launched a concerted, strategic effort to pursue renewal and revitalization, building on the community's strong sense of community and family. This housing element is an important link in that strategy. This process places housing within the larger context of economic prosperity, environmental sustainability, and neighborhood quality of life. This housing element looks beyond just the narrow goal of meeting Azusa's statewide legal obligations for planning for construction of new housing units. It looks to meeting the community's goals of providing safe and healthy homes and neighborhoods for all of Azusa's diverse families. Part of this effort has involved defining areas to accommodate future residential growth that respects the existing character of the community. Citizens have embraced the vision of integrating housing as part of the revitalization of the community's underutilized commercial corridors as both a tool for economic revitalization and to provide needed housing opportunities. In addition to opportunities for mixed-use, residential infill in existing neighborhoods and opportunities for student housing will, in combination, provide needed sites to address the City's share of regional housing needs, defined as 677 new units.

The community strongly believes that it is not enough to provide "housing," especially for low-income families. All families deserve access to quality education and community services including parks, libraries, law enforcement, transportation, and recreation. Too often in the past, "affordable housing" has been slum housing. The City of Azusa is proud to welcome families of all incomes with a well-planned strategy for improving the neighborhoods and entire community to allow all to work to improve their economic status and provide opportunities for their children. By improving the community, "one neighborhood at a time," affordable housing can become a positive reality, not just for the families relieved of overcrowding and overpaying, but for their neighbors who are not forced to endure slum conditions as the cost of social responsibility.

Organization Of The Housing Element

The Housing Element is a five-year program extending from 2000 to 2005/2006, unlike other General Plan elements that typically cover a minimum ten-year planning period. This Housing Element identifies strategies and programs that focus on: 1) conserving and improving existing affordable housing; 2) providing adequate housing sites; 3) assisting in the development of affordable housing; 4) removing governmental and other constraints to the housing development; and 5) promoting equal housing opportunities.

The Housing Element consists of the following major components:

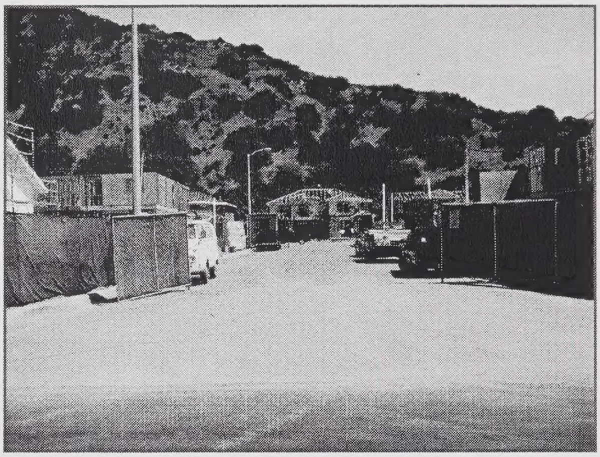
- A summary of the City's existing and projected housing needs as identified in a separate technical report;
- An analysis of land resources to accommodate residential growth, and financial and administrative resources to address Azusa's future housing needs;
- The Housing Plan addressing the City's identified housing needs, including housing goals, policies and programs;
- A glossary of terms used in the Housing Element; and
- A separate technical background report consisting of a detailed community needs assessment, and analysis of constraints to housing production and affordability.

Relationship To Other General Plan Elements

The 2000-2005/2006 Housing Element builds on the proposals this General Plan as derived from the public input process and synthesized by City staff. One of the Plan's key proposals is to facilitate mixed-use development along key commercial corridors and districts in the City.

Housing Big Ideas

- Encourage affordable housing opportunities in districts and along several key corridors, including Foothill Boulevard/ Alosta Avenue and Azusa Avenue.
- Promote alternative housing types to meet the needs of the City's population.
- Evaluate the adoption of an inclusionary housing ordinance to require up to 15% of units within a new market-rate development be price-restricted as units for lower- and moderate-income households
- Establish a Single-Family and Multifamily Rental Housing Rehabilitation Rebate Program Provide where up to 50% of the costs for improvements on single-family and multi-family complexes are rebated.
- Assist non-profit developers to acquire multifamily housing properties, carry out rehabilitation, and make units affordable to lower-income households.
- Assist eligible non-profit housing providers in acquiring deteriorating and/or other problem properties.
- Provide sites for the development of housing for the homeless.
- Provide modified parking standards for multifamily housing.
- Provide for neighborhood improvements – through the Neighborhood Improvement Zone program - in targeted neighborhoods, include extensive community involvement.



Housing Existing Conditions

Housing Need

The following section summarizes the key housing needs identified in the Housing chapter of the separate Technical Report.

The summary of existing housing needs is organized into four areas: Housing Availability, Housing Affordability, Housing Adequacy, and Special Needs Populations, presented in Table H-1.

Housing Availability

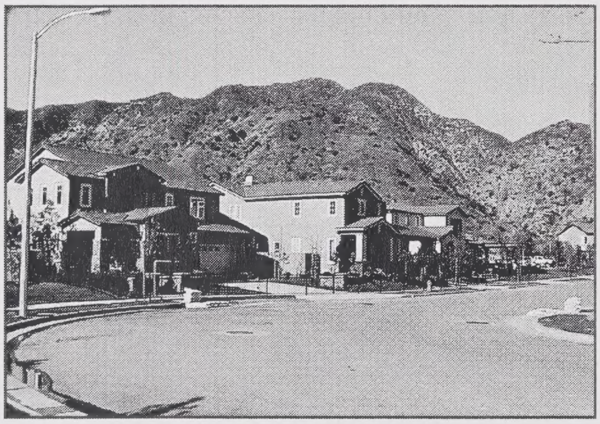
The 2000 Census identifies 13,013 housing units in Azusa, with single family homes accounting for 57 percent, multi-family units comprising 39 percent, and mobile homes accounting for 4 percent. Approximately half of Azusa's households are homeowners, a slight increase from the prior decade. The 2000 Census also reported the overall housing vacancy rate for the City at 3.6 percent, with homeowner vacancy at 1.1 percent and rental vacancy at 4.0 percent. These vacancy rates show that while the housing market in Azusa is relatively tight, some mobility is available for residents. Significant new single-family development since the census has also likely improved mobility for homeowner households.

Table H-1
Existing Housing Needs

Housing Availability	#	%	**Housing Affordability**	#	%
Overall Vacancy Rate		3.6%	Overpaying Households	4,505	36%
Homeowner Vacancy		1.1%	Owner	1,457	24%
Rental Vacancy		4.0%	Renter	3,048	46%
Overcrowded Households	2,580	20%			
Owner	668	11%			
Renter	1,912	29%			
Housing Adequacy	#	%	**Special Needs Populations**	#	%
Housing Conditions			Elderly Households	1,875	15%
Housing Units Built Before 1960	7,172	57%	Large Households	2,670	21%
			Female Headed Households	1,898	15%
Substandard*	200	1.5%	Disabled	4,559	11%
Rehabilitation	188	94%	Disabled Persons in Poverty	374	1%
Replacement	12	6%	Farmworkers	519	2.6%
			Homeless Persons**	0-50	<1%

Notes: **Information provided by the City of Azusa Planning Division, June 2001.*
***Information provided by the City of Azusa Police Department, June 2001.*
Source: *U.S. Census, 1990 and 2000; Department of Finance, 2000.*

Overcrowding also serves as an indicator of housing availability. If housing is not of adequate size or affordable price, overcrowding is more likely to occur. Data from the 1990 Census indicates that 20 percent of Azusa households were overcrowded. The overcrowding rate was much higher among renter households than owner households, 29 percent and 11 percent respectively. The City's average household size grew from 3.17 in 1990 to 3.41 in 2000.



Housing Affordability

The affordability of housing is measured by comparing current housing sales and rental prices to the maximum affordable price for a household. Most single-family home and condominium sales prices in Azusa are affordable to moderate- and even some low-income households. Even some recent single-family home developments are priced at levels affordable to moderate income households, although larger projects being developed in the San Gabriel Canyon area are targeted to upper income households.

Due to of the region-wide housing shortage, Azusa has few affordable rental options for very low-income households. Low income households are able to afford rentals in the City's smaller apartment complexes, but for the most part are priced out of units in the larger complexes with high levels of amenities. Moderate-income households are able to afford all rental options within the City.

Approximately 3,000 renter households and 1,500 owner households residing in Azusa spent more than 30% of their income on housing costs in 1990. More than one-half of low-income renter households paid 50% or more of their income on housing costs. The largest single group who are cost burdened are very low income small families.

Three assisted rental projects (238 units) in the City are at potential risk of conversion to market rents due to expiring Section 8 contracts. Azusa Apartments, Alosta Gardens, and Azusa Park all maintain Section 8 contracts and are subject to continued funding from HUD for annual renewals.

Housing Adequacy

The age when housing typically requires major repairs is generally around 30 years. In 1990 more than one-third of Azusa's housing stock was more than 30 years of age, with an additional 20 percent of the stock turning 30 years of age in the year 2000. The City estimates that approximately 200 units are in substandard condition, with the majority of units (188) suitable for rehabilitation.

The City's code enforcement program - operated by the Community Improvement Division - is comprised of team-driven neighborhood preservation and enhancement strategies, complaint response, active enforcement of building codes/property maintenance ordinances, and active review of properties through specialized programs. Neighborhood preservation and enhancement strategies include:

- The Neighborhood Improvement Zones (NIZ) I and II, where a team of City departments including Community Improvement, Building, Engineering, Public Works, Administration, Parks and Recreation, and Police have worked together with the residents to focus resources to these neighborhoods to accomplish cleanup and physical improvements, such as tree planting, and street and sidewalk improvements.

- The Rental Housing Inspection Program, inspects rental properties on a bi-annual basis. Cursory exterior inspections are made, and typically, a number of the residents are contacted to obtain a sense of whether there are any physical issues that need to be brought to the attention of the property owner. Any corrections to be made are forwarded to the property owner for action.
- The Real Property Records Report is required of any property that is sold in the City. A City records search and site visit of the property are made, and any substandard condition is brought to the attention of the owner and prospective buyer for correction.

The Community Improvement Division is also proactive in identifying properties that require attention, either through complaints or through visual observation. Referrals are frequently made to the Redevelopment Agency for housing rehabilitation assistance, or when budget allows, the use of nuisance abatement funds to immediately correct substandard conditions, with installment payments arranged for the property owner.

Special Needs Populations

Certain population groups may have more difficulty in finding adequate, affordable housing due to their special needs. State law defines the special needs groups as elderly persons, large households, female-headed households, handicapped, farmworkers, and homeless persons.

Elderly Households

Between 1990 and 2000, the number of households headed by a senior citizen rose from 1,824 to 1,875, according to the US Census.

The 1990 Census reported that approximately two-thirds of Azusa's senior households were homeowners. The City provides funding support through CDBG funds for existing programs offered to seniors at the Azusa Senior Center and referral and case management services offered by social workers from the Santa Anita Family Service. Issues addressed through the Santa Anita Family Service organization include referrals for housing, nutrition, social security, and disability concerns.

Large Households

Large households are defined as those consisting of five or more persons. In 1990, large households accounted for 21.1 percent of the City's total households. Large households experience a need for more space at affordable housing costs. This need is particularly felt by large family renter households. Approximately 54 percent of large family households in Azusa were renters in 1990. However, only 12 percent of the occupied rental units had three or more bedrooms. With the gap between the number of large households and the number of larger rental units, many large renter households are faced with living in overcrowded conditions.

Female Headed Households

Female-headed households, especially households with children, are generally characterized by lower incomes and a greater need for affordable housing and accessible and affordable childcare.

Family households headed by a female are more prevalent in Azusa than in Los Angeles County as a whole. In 1990, female-headed family households accounted for 21 percent of Azusa's family households (compared with 19% in the County) and about 15 percent of all Azusa households (compared with 13% in the County).

Disabled

The disabled population encompasses several distinct groups such as, but not limited to, the physically handicapped; developmentally disabled; and severely mentally ill. The special housing needs of these populations include independent living units with affordable housing costs; supportive housing with affordable housing costs; and housing with design features that facilitate mobility and independence.

In 1990, the Census reported 4,559 persons with disabilities in Azusa. Persons were identified as having a self-care limitation if they had a health condition that lasted for six months, which made it difficult to take care of their own personal needs, such as dressing, bathing, or getting around inside the home. Persons were identified as having a mobility limitation if they had a health condition that lasted six or more months and that made it difficult to go outside the home alone such as shopping and visiting the doctor's office. It is estimated that 374 persons with disabilities in Azusa were living below the poverty level in 1990.

Farmworkers

The 1990 Census reported that farmworkers made up less than 3 percent of the employment sector in Azusa. The Southern California Association of Government's (SCAG) 1998 Regional Forecast estimated that approximately 840 Azusa residents were employed in the "agriculture" sector in 1997. This agricultural employment is due primarily to the Monrovia Nursery, which is located in an unincorporated area next to the City of Azusa. The Monrovia Nursery employs 700 general nursery workers, the majority of whom are full-time. Due to the urbanized nature of the greater San Gabriel Valley, farmworker households comprise only a small percent of the City's entire housing assistance needs.

Homeless

The 1990 Census reported no homeless persons in emergency shelters or visible in street locations in Azusa. The Azusa Police Department (APD) was contacted in 2001 and estimated that Azusa has less than 50 homeless persons in the City.

The City provides funding support through CDBG funds for three programs assisting the homeless and people in need of emergency shelter. Funding support is given to the City's existing local shelter, Peregrinos' de Emaus, provides counseling and voucher assistance to local homeless individuals and families. Azusa offers funding support to the East San Gabriel Valley Coalition for the Homeless (ESGVCH), a non-profit organization providing year-round emergency assistance to at-risk and homeless persons including food, clothing, diapers, information and referral, and advocacy. Azusa supports the YWCA-WINGS that offers sanctuary, community outreach, counseling, and a 24-hour emergency help line to abused and battered women and children. According to the East San Gabriel Valley Task Force on Homelessness, Azusa has one long-term emergency shelter (Peregrinos' de Emaus) and two transitional housing facilities (Joshua's House and The River Community).

Future Housing Needs

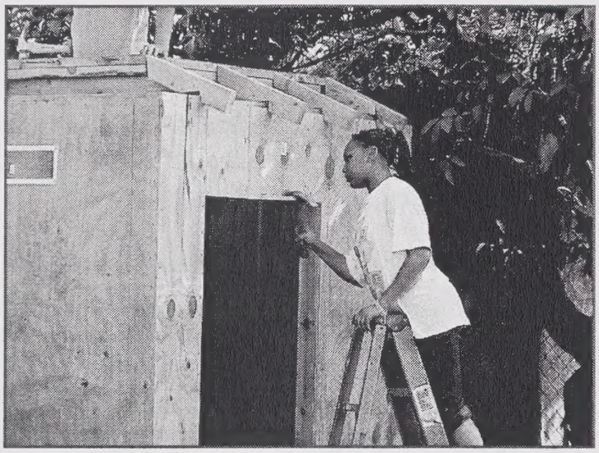
California's Housing Element law requires that each city and county develop local housing programs designed to meet its "fair share" of existing and future housing needs for all income groups, as determined by the jurisdiction's Council of Governments, when preparing the State-mandated Housing Element of its General Plan. In the six-county southern California region, the agency responsible for assigning these fair share targets to each jurisdiction is the Southern California Association of Governments (SCAG).

In 1999 SCAG developed the Regional Housing Needs Assessment (RHNA) forecasts based on forecasts of population, employment, and households from 1998-2005/2006. Based on the forecasts, SCAG has determined that the construction need for Azusa is 677 units over the 1998-2005/2006 period. The breakdown of the construction need among the different income groups is contained in Table H-2. As presented in the table, the largest portion of units (30 percent) is allocated to upper income households, while 27 percent are allocated for very low-income households.

Table H-2
Share of Regional Housing Needs - 1998 to 2005/2006

Income Group	% of County Median Family Income (MFI)	Income Threshold (in 2001 $)	Housing Needs (in units)	% of Total Housing Needs
Very Low	0 to 50%	$25,650 or less	183	27%
Low	51 to 80%	$25,651 to $41,050	135	20%
Moderate	81 to 120%	$41,051 to $61,579	156	23%
Upper	>120%	More than $61,580	203	30%
Total			**677**	**100%**

Source: Southern California Association of Governments, 1999.



In this Housing Element, Azusa, virtually alone among its neighbors, continues to recognize its responsibility for meeting regional housing needs crucial to the local economy, even while protesting the way in which this responsibility is apportioned. This Housing Element meets those obligations by demonstrating adequate residential sites through General Plan and development regulations to address the City's fair share housing needs.

Issues Summary

Azusa's key housing issues are summarized below:

- Very low-income (50% MFI) households are priced out of the rental market in Azusa, and are therefore faced with overpayment and/or overcrowding. While most rentals are affordable to low income (80% MFI) households, vacancies are extremely limited.
- While the majority of existing ownership housing is affordable to moderate-income households, new housing being developed is targeted primarily to upper income households.
- The City has a high portion of lower income households (51%) relative to the region (47%), and a relatively affordable existing housing stock. However, based on the generally lower incomes of residents, a high proportion (29%) are overpaying for housing.
- Approximately one-fifth of Azusa's households are overcrowded, resulting in inadequate housing conditions and accelerated unit deterioration.
- Over half of the City housing stock is 30 years of age or older, the age when housing begins to experience major rehabilitation needs. An estimated 200 units are in substandard condition.
- Special needs households in Azusa include the elderly (19% of City households), large households (over 20% of City households, half of whom are renters) female-headed households (15% of City households), students, and the homeless.
- Azusa has limited vacant residential land remaining for development, yet pursuant to the SCAG Regional Housing Needs Assessment (RHNA) the City is required to plan for 677 new units during the 1998- 2005/2006 planning period.
- The RHNA requires the City to plan for 318 new units affordable to lower income households. New development targeted to lower income households typically requires some level of subsidy, and the City has only limited resources to assist in development.

Housing Resources

This section describes and analyzes resources available for the development, rehabilitation, and preservation of housing in Azusa. This includes the availability of land resources and the City's ability to satisfy its share of the region's future housing needs, financial resources available to support the provision of affordable housing, and administrative resources available to assist in implementing the City's housing programs.

Availability Of Sites For Housing

Azusa is a highly urbanized community that is almost entirely built out. As very little vacant residential land remains in the City, the residential sites analysis addresses vacant sites, but specifically focuses on underutilized sites within the City. Underutilized sites are those that are developed well below the maximum density allowed in Azusa's zoning code. The location and number of available parcels and associated acreage and dwelling unit potential were determined from review of current parcel data using the City's GIS database. Table H-3 provides a breakdown of the number of vacant and underutilized sites in the City and the additional dwelling units that could be developed in each zone.

As part of the Land Use Plan and the Urban Form, mixed-use is being encouraged in districts and along corridors; thereby, significantly expanding sites for residential infill. This initiative, with strong community support, offers an innovative and realistic opportunity for high-quality housing development that will provide attractive alternatives to all income levels, including low-income residents. By offering a mix of housing types at a mix of housing prices, the corridors and districts can will strengthen the community's existing lowerdensity neighborhoods. This option has a further benefit for low-income households that also lack access to autos, since these sites are served by local and regional transit.

Finally, the Azusa Pacific University's Azusa Square Specific Plan provides for development of additional housing for students and faculty in Azusa, which will also ease pressure on the housing market. Figure H-1 illustrates the location of these residential sites.

Vacant Sites

As shown on Table H-3, a limited amount of vacant land is available in the residential zones. Potential units from development of the vacant parcels totals 460 units. Several of the vacant sites in the existing R3-1,600 zone are located along Alameda Avenue. In addition to these vacant residential sites, the City has recently rezoned a vacant M-2 parcel for the second phase of the Parkside Development. This project provides 26 single-family homes. Similar to the first phase of the project, the minimum lot sizes for the new homes will be 4,000 square feet, which is lower than the minimum lot size requirements in the Zoning Code.

Underutilized Single-Family Sites

The single family residential zones included in the sites analysis are shown in Table H-3 and are located throughout the City. The majority of these sites are partially developed. For purposes of this analysis, underutilized sites in the existing R1-6,000, R1-7,500, and R1-10,000 zones are defined as those parcels that are twice the size of the allowable minimum lot size, are a minimum of 12,000 square feet, and have only one existing house on the parcel. Under the existing City's zoning regulations, R1 parcels meeting this criteria are permitted to develop an additional single-family home on the parcel. In combination with the few vacant parcels, development of underutilized R1 parcels can yield 240 additional units (refer to Table H-3).

Underutilized Multi-Family Sites

The City has two R3 existing zoning districts, R3-3,000 and R3-1,600, providing for 14 and 27 units per acre respectively. Underutilized sites in these multi-family residential zones are defined as parcels developed at 50 percent or less of the maximum allowable density. As shown in Table H-3, the potential units from underutilized parcels in the existing R3-3,000 and R3-1,600 zones total 123 units, with the majority in the higher density existing R3-1,600 district.

Mixed Use Along Commercial Corridors

The City's General Plan update establishes a mixed-use designation to provide for a mix of residential and commercial uses along key commer-

Table H-3
Vacant and Underutilized Sites for Future Development

Land Use Zone	Maximum du/acre	Parcels	Acreage	Unit Potential
Vacant				
R3-1,600	27	14	3.08	80
Mixed Use[1]	27	13	7.12	180
APU SP		1	11.29	200
Underutilized Sites				
R1-10,000	4.3	7	8.47	10
R1-7,500	5.8	14	13.16	19
R1-6,000	7.3	197	68.69	211
R3-3,000	14.5	2	0.88	7
R3-1,600	27	53	8.51	116
Mised Use[1]	27	156	15.81	370
Total		**457**	**137.01**	**1,193**

Notes: du = dwelling unit; APU SP = Azusa Pacific University Specific Plan

[1] *The mixed-use zone designation is a new zone designation pertaining to the corridors and districts the City.*

Source: City of Azusa Community Development Department, 2003 cial corridors, including Foothill Boulevard/Alosta Avenue, and Azusa Avenue, and surrounding the future Gold Line Transit Station (refer to Figure H-1). Adding residential development along some of Azusa's commercial corridors will create activity along the street, provide a variety of housing types near work and shopping, and enhance public safety. A total of 23 acres of vacant and underutilized sites have been identified within these designated mixed-use corridors, providing potential for 550 additional units.

Azusa Pacific University's Azusa Square Specific Plan

Azusa Pacific University (APU) is located near Alosta Avenue and Citrus Avenue in the eastern portion of Azusa. In the year 2000, the City adopted the Azusa Pacific University Azusa Square Specific Plan (SP-5). This Specific Plan was developed to create a traditional university area and includes athletic fields, parking, student residential and academic buildings, and academic offices and retail uses. The residential component of SP-5 is planned to be up to 4 stories in height as allowed in the City's existing C-3 zone and will include approximately 64,000 square feet of housing. A total of 200 units of residential development is planned in this area. According to the Vice President for University Projects at the APU, the housing will be for students and made available at below market rates.

Comparison Of Sites With Regional Housing Growth Needs (RHNA)

Azusa has an identified future housing need (RHNA) of 677 units to be developed during the 1998-2005/2006 period, including 318 units affordable to lower income households. Housing built from January 1, 1998 onward can be credited towards meeting the adequate sites requirement for the RHNA. Between January 1998 - June 2001, a total of 470 units have been built or are in the near term pipeline for development. All of these units have been single-family homes, and given sales price information can be assigned to the four income categories as shown in Table H-4.

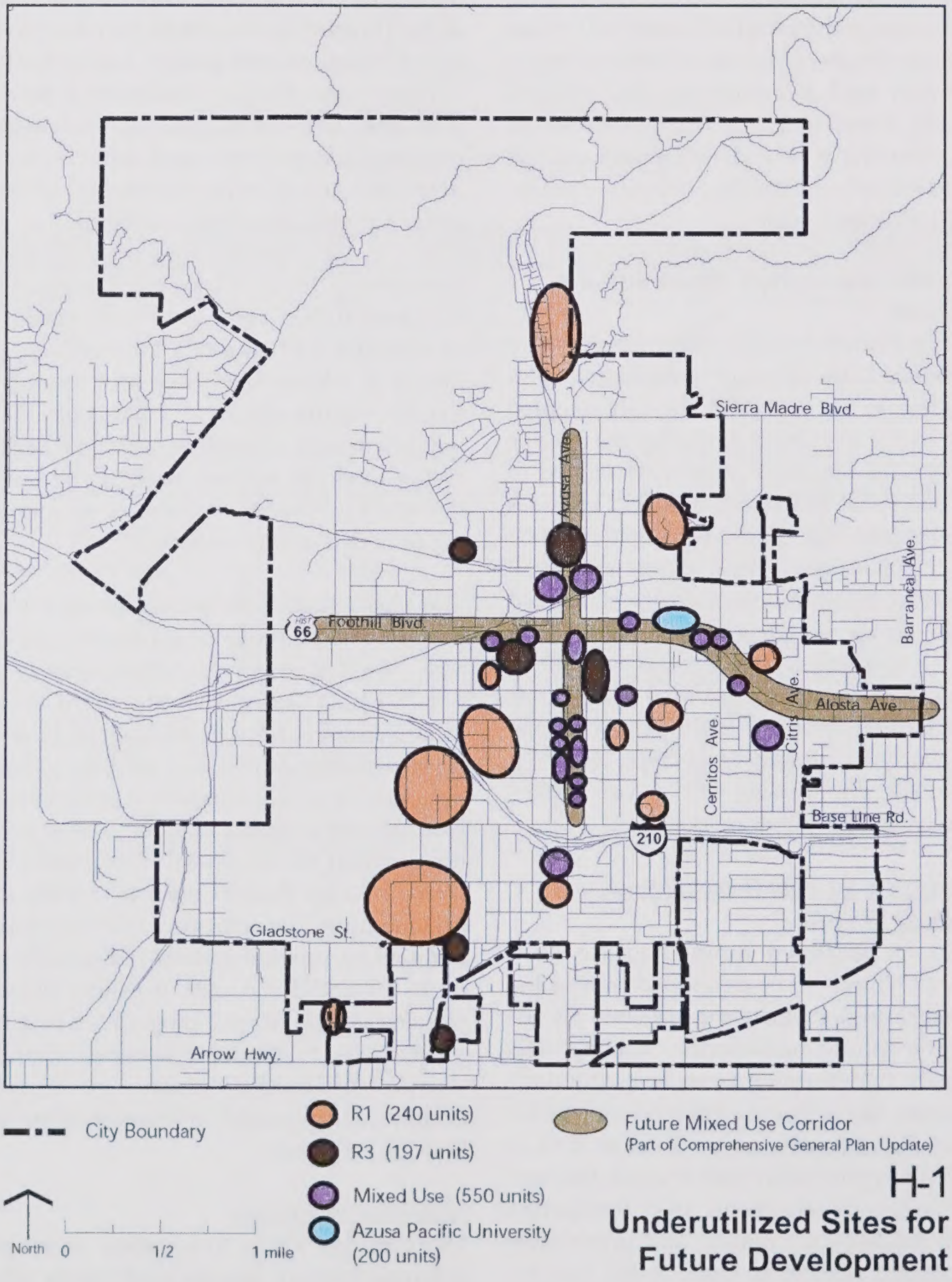
Of the 470 units built, six have been built as second units on existing R-1 and R-2 parcels, and fall within the range of affordability to lower income households. The 111 moderate income units are comprised of the Parkside development, and scattered single-family homes on infill parcels. And for the first time in many years, the City is witnessing development of housing targeted to upper income households in the San Gabriel Canyon area, with 353 units being developed as part of the Mountain Cove and Alexander Catania Communities projects.

Considering that the City is providing sites through the General Plan update new land use plan to accommodate approximately 3,371 additional dwelling units, Azusa has exceeded its outstanding RHNA requirement for 357 new units. The more important issue is whether targets for each affordability level can be met, especially those for very low and low income households not currently being provided for in the market.

The City's highest density existing multi-family zone (R3-1,600) provides densities up to 27 units/acre, which given moderate land costs in the City, is sufficient to facilitate housing affordable to lower income households. The addition of a district designation with incentives for inclusion of housing at densities up to 27 units/acre will significantly expand areas for multi-family rental and ownership housing that can be provided at affordable levels. And the Azusa Pacific University Specific Plan will provide up to 200 apartment units for students. In addition to providing these multifamily sites for up to 953 additional units, the City's Housing Element establishes several programs to help facilitate production of affordable housing, including the provision of financial assistance and regulatory incentives, and potential adoption of an inclusionary housing ordinance.

Financing Resources

The City has access to a variety of existing and potential funding sources available for affordable


Sierra Madre Blvd.
Azusa Ave.
Barranca Ave.
66
Foothill Blvd.
Alosta Ave.
Citrus Ave.
Cerritos Ave.
Base Line Rd.
210
Gladstone St.
Arrow Hwy.
City Boundary
North
0
1/2
1 mile
R1 (240 units)
R3 (197 units)
Mixed Use (550 units)
Azusa Pacific University (200 units)
Future Mixed Use Corridor
(Part of Comprehensive General Plan Update)

H-1

Underutilized Sites for Future Development

Table H-4
Remaining 1998 - 2005/2006 Regional Housing Needs (RHNA)

Income/Affordability Category	% of County (MFI)	Total 1998 - 2005/2006 Regional Housing Need (RHNA)	Units Constructed/in Pipeline between 1998 and June 2001	Remaining Units Needed
Very Low	0 to 50%	183	0	183
Low	51 to 80%	135	6	129
Moderate	81 to 120%	156	111	45
Upper	>120%	203	353	0
Total		677	470	357

Source: Southern California Association of Governments, 1999. City of Azusa Community Development Department - Building Records, June 2001.

housing activities. They include programs from local, State, federal and private resources. The Existing Conditions Technical Report describes the most significant housing funding sources currently used in Azusa along with additional funding sources available to support in implementing the City's housing program activities (refer to Table 2-41 in the Technical Report). The four largest funding sources in the City are described below.

Community Development Block Grants

The City participates under the Los Angeles Urban County Community Development Block Grant (CDBG) program. The CDBG program is very flexible in that funds can be used for a wide range of community development activities primarily benefiting lower income households. The eligible activities include, but not limited to: acquisition and/or disposition of real estate or property, public facilities and improvements, relocation, rehabilitation and construction (under certain limitations) of housing, homeownership assistance, and clearance activities. The City expects to receive approximately $706,000 in CDBG funds for the 2001/2002 fiscal year, combined with approximately $400,000 in prior years funds. Approximately $380,000 will be used for replacement of a Section 108 loan. The City has allocated over $170,000 in CDBG funds in support of the single-family rehabilitation program. Funds are also allocated towards services for special needs populations, including referrals and case management for seniors and the disabled, homeless outreach and assistance programs, and domestic violence prevention. A neighborhood program has been established to solicit input from community members about capital improvements needed in their neighborhoods.

Redevelopment Housing Set-Aside

State law requires the Community Redevelopment Agency to set-aside 20 percent of all tax increment revenue generated from redevelopment projects for affordable housing. The Agency's 20-percent set-aside funds must be used for activities that increase, improve, or preserve the supply of affordable housing in the City. Housing developed under this program must remain affordable to the targeted income group for at least 15 years for rental units and 10 years for ownership housing. Due to the Azusa Redevelopment Agency's aggressive housing programs, the low and moderate income housing fund (the 20% set-aside funds) has been exhausted. The housing fund is expected to be in a deficit until 2012 as it continues to repay previously incurred debt and cover its fair share of expenses. Since the housing fund also borrowed from the Agency's general fund, it must repay that debt before undertaking any new projects. Between $680,000 and $780,000 per year in housing set-aside funds are projected to be generated during the 2000 and 2005/2006 planning period. All of these funds will be necessary to repay previously incurred debt (approximately $690,000 annually is scheduled to be used for debt service), and cover administrative costs.

City of Industry Funds

Another financial resource accessible to Azusa is the City of Industry Funds that can only be used by jurisdictions within a 15-mile radius of the City of Industry. Industry Funds consist of 20 percent of the tax increment funds collected by the City of Industry and transferred to the Housing Authority of the County of Los Angeles (HACoLA) to develop low- and moderate-income housing for families, seniors and people with special needs, including domestic violence victims, emancipated foster youth, and those afflicted with AIDS/HIV. To be eligible for Industry Funds, a proposed affordable rental housing development is required to set aside a minimum of 20 percent of the units for very low-income households. A proposed for-sale development must set aside a minimum of 20 percent of the units for very low- and/or low-income households to qualify for Industry Funds. Funds are awarded annually on a competitive basis.

State Housing Funds

During the summer of 2000, former California Governor Gray Davis signed the largest housing budget in State history, making available approximately $500 million for affordable housing and related activities. The most substantially funded programs include (but are not limited to) the following: Rental Housing ($177 million), Community Amenities/ Development Incentives ($110 million), Ownership Housing ($100 million), Emergency Housing Assistance ($32 million), and Supportive Housing for Minors Leaving Foster Care ($25 million). The City will make efforts to qualify for a portion of these funds in partnership with non-profit organizations/service providers active in Azusa and the San Gabriel Valley.

Administrative Resources

Described below are non-profit agencies active in San Gabriel Valley that can assist the City in developing, conserving and/or rehabilitating housing. These agencies play important roles in meeting the housing needs of the community. In particular, they are critical in the improvement of the housing stock and the preservation of at-risk housing units in the City.

Habitat For Humanity - San Gabriel Valley (SGV)

Habitat for Humanity is a non-profit, Christian organization dedicated to building affordable housing and rehabilitating damaged homes for lower income families. Habitat builds and repairs homes for families with the help of volunteers and homeowner/partner families. Habitat homes are sold to partner families at no profit with affordable, no-interest loans. Volunteers, churches, businesses, and other groups provide most of the labor for the homes. Land for new homes is usually donated by government agencies or individuals.

The East Los Angeles Community Union (TELACU)

TELACU is a community development corporation that provides affordable home-ownership opportunities for families and apartment rentals for low-income senior citizens and the disabled. Since its establishment in 1968, the Union has built more than 1,000 senior apartment units in the Los Angeles area with HUD assistance.

SoCAL Housing

SoCal Housing is a regional non-profit corporation providing affordable housing throughout the nine-county Southern California area. So-Cal Housing finances, develops, preserves and manages affordable housing.

Southern California Presbyterian Homes (SCPH)

SCPH is an experienced non-profit housing developer that has developed many affordable housing projects throughout Southern California. The housing activities of SCPH are funded through CDBG, HUD Sections 202 and 221, and local redevelopment housing set-aside funds.

Pasadena Neighborhood Housing Services

Pasadena Neighborhood Housing Services (PNHS) provides affordable housing (rental property and homeownership) to families from low- to moderate-income levels. PNHS leverages CDBG funds through the sale of CDBG-funded rehabilitation loans on the secondary market through Neighborhood Housing Services of America. PNHS also receives funds under the California Housing Rehabilitation Program.

Housing Element Goals And Policies

This section contains the goals and policies that address the housing needs of the City. The goals and policies address five major issues: (1) provide a variety of housing types; (2) maintain and preserve the existing housing stock; (3) provide adequate sites for the development of new housing; (4) minimize the impact of governmental constraints on housing production; and (5) assure equal housing opportunity for all residents. Each issue area is discussed in greater detail below. Programs to implement these polices are included parenthesis.

Housing Plan

The Housing Plan section sets forth the goals and policies of the Housing Element, reviews the accomplishments of the 1989 Housing Element, and discusses the housing programs for the 2000-2005/2006 period.

Goals and Policies

Provide for a Variety of Housing Types

GOAL

1 **ASSIST IN THE PROVISION OF ADEQUATE HOUSING TO MEET THE NEEDS OF THE COMMUNITY. ESTABLISH A BALANCED APPROACH TO MEETING HOUSING NEEDS THAT INCLUDES BOTH OWNER AND RENTER HOUSEHOLDS.**

POLICIES

1.1 Provide a range of residential development types in Azusa, including low density single-family homes, moderate density townhomes, higher density apartments and condominiums, and residential/commercial mixed-use in order to address the City's share of regional housing needs. (H1, H2, H3, H4, H5, and H6)

1.2 Facilitate development of affordable housing through use of financial and/or regulatory incentives. (H1, H3, H7, H15, and H17)

1.3 Assist in the provision of home ownership assistance for moderate, and where feasible, low income residents, and target a portion of new ownership units toward large families. (H1, H7, and H8c)

1.4 Establish working partnerships with private developers and nonprofit housing corporations to assist Azusa in meeting its housing goals. (H1d, H2, H9b, H14, and H15)

1.5 Pursue State, Federal and other funding sources for activities to leverage local funds and maximize assistance. (H1 and H7)

1.6 Assist residential developers in identifying and preparing land suitable for residential development. (H14 and H15)

1.7 Support the provision of high quality rental housing for large families, students, and senior citizen households. (H3, H4, and H5)

1.8 Require that housing constructed expressly for low and moderate income households not be concentrated in any single portion of the City. Evaluate adoption of an inclusionary housing ordinance to integrate affordable units within market rate developments. (H6)

Maintain and Preserve the Existing Housing Stock

GOAL

2 **MAINTAIN AND ENHANCE THE QUALITY OF EXISTING HOUSING AND RESIDENTIAL NEIGHBORHOODS IN AZUSA.**

POLICIES

2.1 Encourage neighborhood and local involvement in addressing housing and neighborhood maintenance and improvement through the Neighborhood Improvement Zone program. (H11)

2.2 Continue to provide rehabilitation and home improvement assistance to low and moderate income households, seniors, and the disabled. (H8)

2.3 Preserve and improve the quality of affordable rental housing by providing rehabilitation assistance to owners of rental properties. (H9 and H10)

2.4 Cooperate with non-profit housing providers in the acquisition and rehabilitation of older apartment complexes and single-family homes, and maintenance as long term affordable housing. (H8c and H9b)

2.5 Continue to offer and promote home ownership assistance programs as a means of enhancing neighborhood stability. (H1 and H8c)

2.6 Continue to participate in state and federally sponsored programs designed to maintain housing affordability, including the Section 8 rental assistance program. (H7 and H12)

2.7 Continue to monitor affordable housing developments within the City and work to preserve housing at-risk of conversion to market rate. (H13)

Adequate Sites for New Housing Development

GOAL

3 PROVIDE ADEQUATE SITES FOR THE DEVELOPMENT OF NEW HOUSING THROUGH APPROPRIATE LAND USE AND ZONING DESIGNATIONS TO ACCOMMODATE THE CITY'S SHARE OF REGIONAL HOUSING NEEDS.

POLICIES

3.1 Continue to maintain an up-to-date residential sites inventory, and provide to interested developers in conjunction with information on available development incentives. (H14)

3.2 Create mixed-use opportunities along key commercial corridors as a means of enhancing pedestrian activity and community interaction. (H15)

3.3 Continue to allow second residential units on single-family parcels as a means of providing additional infill housing opportunities. (H4)

3.4 Utilize the specific plan process as a tool to provide flexible and creative solutions to housing on larger pieces of property, such as the Azusa Pacific University and Monrovia Nursery sites. (H14)

3.5 Accommodate housing facilities for persons and families in need of temporary and short term housing within the City's commercial districts. (H16)

3.6 Address needs of overcrowded households through room additions and construction of affordable rental and ownership housing for large families. (H8a and H14)

Removal of Constraints

GOAL

4 MINIMIZE THE IMPACT OF GOVERNMENTAL CONSTRAINTS ON HOUSING PRODUCTION AND AFFORDABILITY.

POLICIES

4.1 Provide regulatory incentives, such as density bonuses and reduced parking, to offset the costs of developing affordable housing. (H3, H5, H17, and H18)

4.2 Establish mixed-use development standards that provide incentives for the inclusion of residential uses along designated corridors and in districts. (H15 and H18)

4.3 Maintain the City's coordinated, interdepartmental Development Review process for larger-scale projects in the City. (H14)

Equal Housing Opportunity

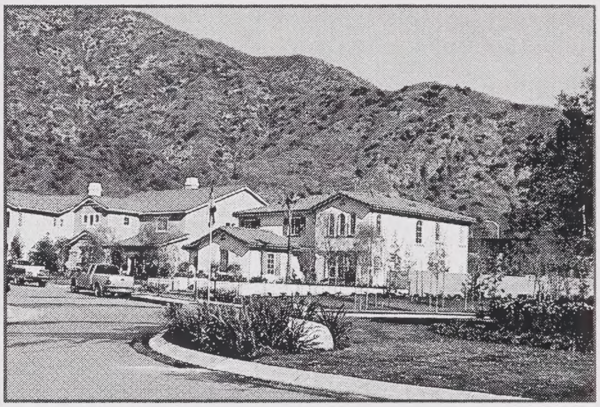
GOAL

5 PROMOTE EQUAL OPPORTUNITY FOR ALL RESIDENTS TO RESIDE IN THE HOUSING OF THEIR CHOICE.

POLICIES

5.1 Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling or renting of housing on the basis of race, religion, family status, national origin, physical disability or other such circumstances. (H19)

5.2 Promote greater awareness of tenant and landlord rights and obligations. (H19)



Housing Implementation Programs

This section contains the housing programs that address the Housing Element goals and policies set forth. The housing programs define the specific actions the City will undertake in order to achieve the goals for the 2000-2005/2006 period. Pursuant to State law, the programs address the following issue areas:

1) Provide for a variety of housing types;
2) Maintain and preserve the existing housing stock;
3) Create and maintain adequate sites for new housing development;
4) Removal of constraints; and
5) Equal housing opportunity.

The housing programs are discussed in detail below. Table H-5 summarizes the programs, goals, objectives, funding source, responsible agency, and time frame for implementation during the 2000-2005/2006 period.

Table H-5
Housing Program Summary

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
Provide for a Variety of Housing Types					
H1. Home Ownership Programs					
a. Mortgage Credit Certificate (MCC) Program.	Assist qualified households with the purchase of a home.	Continue participation in the program; provide information to City residents.	Federal Income Tax Credit	Los Angeles County CDC; Economic Development Department	2000-2006
b. Home Ownership Program (HOP)	Assist first time home buyers who meet the lower income limits.	Continue participation in the program; provide information to City residents.	County HOME; CDBG	Economic Development Department	2000-2006
c. Fresh Rate Program	Assist qualified households with the purchase of a home.	Continue participation in the program; provide information to City residents.	ICLFA	Economic Development Department	2000-2006
d. Home Buyer Program for New Construction	Work with developers of new ownership housing to integrate affordable units within market rate projects.	Encourage integration of affordable units within new for-sale housing developments.	State bond financing; Industry Set-Aside; and others	Economic Development Department	2000-2006
H2. Single-Family Infill Program	Work with the AUSD and the East San Gabriel Valley ROP in constructing homes on infill sites.	Complete three additional homes; provide sales prices at levels affordable to moderate income households.	CDBG; Redevelopment Agency funds	Economic Development Department	2000-2006
H3. Senior Housing Program *	Assist in the provision of senior housing with modified development standards.	Facilitate development of senior housing in R-3, corridors, and districts.	General Fund	Community Development Department	2000-2006
H4. Provision for Additional Residence on a Lot	Provide for the construction of additional dwellings on oversized lots within R1 zoning districts.	Continue to accommodate infill units on developed R1 parcels.	General Fund	Community Development Department	2000-2006

Table H-5
(Housing Program Summary continued)

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
H5. Alternative Housing Models	Promote alternative housing types to meet the needs of the City's population.	Provide flexible zoning regulations, financial assistance, and other incentives.	General Fund; CDBG; Redevelopment Agency funds	Community Development Department; Economic Development Department	2000-2006
H6. Inclusionary Housing Ordinance *	Integrate affordable units within market-rate projects. In-lieu fees may be paid as substitution.	Evaluate adoption of inclusionary housing, and as appropriate, follow-up with a nexus study and in-lieu fee amount, and adoption of an ordinance.	General Fund	Community Development Department	2005
H7. Affordable Housing Funding Sources	Encourage the use of various funding sources available to the City.	Actively pursue funding sources for housing development; provide information on available funding sources; conduct developers' workshop.	General Fund; Industry Set-Aside funds ; and other State, County and Federal funding sources	Community Development Department; Economic Development Department	Conduct workshop in 2005
Maintain and Preserve the Existing Housing Stock					
H8. Single-Family Rehabilitation Programs					
a. HOME Rehabilitation Loan Program	Assist qualified applicants for home improvement activities.	In coordination with program 8b, assist 35 households annually; promote the program on the City website, at public locations and community events.	HOME	Community Development Department; Economic Development Department; Los Angeles County CDC	2000-2006
b. Single-Family Housing Rehabilitation Grant Program	Assist qualified applicants in minor home repairs.	In coordination with program 8a, assist 35 households annually; promote the program on the City website.	CDBG	Community Development Department; Economic Development Department; Los Angeles County CDC	2000-2006

Table H-5
(Housing Program Summary continued)

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
c. Single-Family Acquisition and Rehabilitation (HUD Section 203(k))	Assist eligible non-profit housing providers in acquiring deteriorating and/or other problem properties.	The Redevelopment Agency will contact HUD to evaluate participation in the 203(k) program.	HUD; Redevelopment Agency funds	Redevelopment Agency; Economic Development Department	By the end of 2005
H9. Multi-Family Rehabilitation Programs					
a. Single and Multi-Family Rental Housing Rehabilitation Rebate Program	Provide 50% rebate for improvements on single and multi-family complexes.	Assist 15 households annually; continue to promote the program on the City website.	CDBG	Economic Development Department	2000-2006
b. Multi-Family Housing Acquisition and Rehabilitation	Assist developers (non-profit) to acquire property, carry out rehabilitation, and make units affordable to lower-income households.	Contact non-profit housing providers regarding interest in establishing partnerships in the acquisition and rehabilitation of substandard rental properties.	CDBG; Redevelopment Agency funds; Industry Set-Aside funds	Economic Development Department	Contact non-profits in 2006
H10. Rental Housing Inspection Program	Ensure maintenance of rental properties through annual inspection.	Continue to administer the rental inspection program.	General Fund	Community Improvement Division	2000-2006
H11. Neighborhood Improvement Zone Program	Provide for neighborhood improvements in targeted neighborhoods, include extensive community involvement.	Identify additional target neighborhoods, and involve residents to identify and implement needed improvements.	CDBG; General Fund	Redevelopment Agency	2000-2006
H12. Section 8 Rental Assistance.	Provide rental subsidies to very low-income households.	Continue rental assistance to 277 households, with additional assistance provided as funding becomes available.	HUD	Los Angeles County Housing Authority; Economic Development Department	2000-2006

Table H-5
(Housing Program Summary continued)

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
H13. Preservation of At-Risk Units.	Preserve housing at risk of conversion to market-rate units.	Maintain close contact with owners of at-risk properties; provide financial and other assistance to maintain affordability; conduct tenant education.	HUD; CDBG; Redevelopment Agency funds	Redevelopment Agency; Economic Development Department	2000-2006
Adequate Sites for New Housing Development					
H14. Vacant/Underutilized Sites Inventory	Provide adequate sites to meet the RHNA allocation.	Maintain an inventory of sites suitable for residential development; conduct a developers workshop. Develop incentives for lot consolidation.	General Fund; CDBG; Redevelopment Agency funds	Community Development Department; Economic Development Department	2005
H15. Mixed Use District	Provide sites for mixed-use development along several key commercial corridors. Permit residential densities up to 27 units per acre.	Adopt the General Plan and implementing mixed-use ordinance with incentives for inclusion of residential development.	General Fund	Community Development Department	2004
H16. Sites for Transitional Housing/Homeless Shelters	Provide sites for the development of housing for the homeless.	Amend the Development Code design guidelines to conditionally allow for transitional housing and emergency shelters in commercial districts.	General Fund as necessary	Community Development Department	2004

Table H-5
(Housing Program Summary continued)

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
Removal of Constraints					
H17. Density Bonus Ordinance	Provide density bonus and additional regulatory incentives for developments that include affordable units.	Adopt a local density bonus in conjunction with the Development Code; promote availability through developers workshop.	General Fund	Community Development Department, Planning Commission, City Council	2004
H18. Review of Parking Standards	Provide modified parking standards for multi-family housing.	Review parking standards during the Development Code update process and revise as appropriate.	General Fund	Community Development Department, Planning Commission, City Council	2004
Equal Housing Opportunities					
H19. Fair Housing	Assure that all residents have equal access to housing.	Continue to promote fair housing practices, refer fair housing complaints to the Fair Housing Council of San Gabriel Valley.	CDBG	Fair Housing Council of San Gabriel Valley; Community Development Department.	2000-2006
Five-Year Program Objectives: Housing Construction: 677 units (183 very low, 135 low, 156 moderate, 203 above moderate) Housing Rehabilitation: 200 low- and 50 very low-income units (75 multi-family, 175 single-family units) Housing Conservation: 238 very low income units (Azusa Park Apartments, Alosta Gardens, and Azusa Apartments)					

Historic/Cultural Resources

Azusa is the oldest community in the San Gabriel Valley, predating the arrival of the Spaniards by six thousand years. The name is derived from the Chumash village along the San Gabriel River. Our heritage was shaped by the era of Mexican ranchos and early American settlement. The modern era began with the coming of the railroad and the founding of a thriving foothill citrus community, incorporated in 1898.

The evolution from a frontier town to a suburban city continues today. With the passage of a "Historic Landmark" ordinance in 2001, Azusa has made a commitment to better protect its important historic fabric and to weave it into the city's future.

Statutory Requirements

In addition to the mandatory elements, other optional elements may be included in a City's general plan. The California Government Code Section 65303 states:

> *The General Plan may include any other elements or address any other subject which, in the judgment of the legislative body, relate to the physical development of the county or city.*

Azusa's Historic/Cultural Resources Element is such an optional element. Once adopted, this element will have the same legal status as any of the mandatory elements. Additionally, other state requirements pertaining to the mandatory elements, such as internal consistency, also apply to the optional element.

Historical/Cultural Resources Big Ideas

The Big Ideas for the Historical and Cultural Resources Element are:

- Identify historic landmarks
- Designate historic districts, including:
  - Downtown District
  - Sunset Neighborhood
  - Foothill/Route 66 Corridor
- Conducting tours of historic structures and historic districts
- Telling Azusa's story through an expanded commitment to public art, carrying the theme of Azusa's natural and historic legacy.

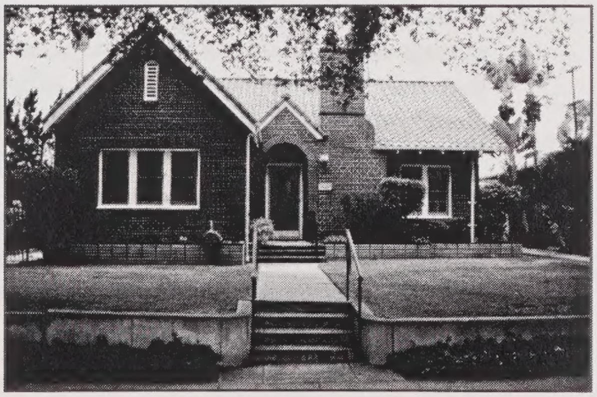
Historical/Cultural Resources Existing Conditions

For thousands of years prior to Spanish exploration and settlement, the Tongva/Gabrielino Indians occupied what is now Azusa. With an emphasis on settlements near the San Gabriel River and at spring sites, the Tongva/Gabrielino Indians practiced a complex form of hunting and gathering and of land resource management. With the arrival of the Spanish colonists in 1769 life changed for the people and the effects of missionization and European culture led to the demise and displacement of the Indian people. With the founding of Mission San Gabriel in 1771, the region began the gradual shift from Indian homeland to Spanish colonial outpost and mission lands. By 1834, the Alta California missions were secularized and became parish churches and many were abandoned or saw only occasional use. Secularization was followed by what is often called the ranchero period or the era of Mexican land grants.

Approximately three square miles, or almost 2,000 acres, were granted to Luis Arenas in 1841. Arenas named his holding Rancho El Susa and it was this rancho that he sold to the Englishman Henry Dalton in 1844. Dalton was a highly successful mercantilist who focused on west coast trade between South America and California. Typical of the times, Dalton blended Spanish and English and a little vanity and christened his new holding Azusa Rancho de Dalton.

The 1850-1870 period represents the gold rush era for the region and, in spite of floods that wiped out the nascent towns of Prospect Bar (1859) and Eldoradoville (1862), the mines produced more than 12 million dollars of gold. During this period much of California was caught in a legal web of conflicting land claims, fraudulent claims, and a tug-of-war between the new California state government and the claims of the federal government. The lands of Henry Dalton, and others throughout California, who had purchased or acquired Mexican land grants, were reduced by federal surveys thus opening the way for homesteaders.

Although Jonathan S. Slauson mapped and laid out the lines for the town of Azusa in 1887, incorporation would not come until the last days of 1898. H. A. Williams was elected as the first mayor. Citrus Union High School, which became Citrus College in 1915, was established in 1891 in Azusa as the first Union High School in California. The census of 1890 recorded a population of 800 and ten years later the population and increased by 65 to a total of 865.



From the turn of the century to the early 1940s, Azusa grew and developed largely on the strength of its citrus and other agricultural products. The packinghouses and railroads prospered, banks and churches were erected, and the town spread out from its original center. The war years and the coming of Aerojet in 1944 coupled with the decline in the citrus industry marked by blight, high water prices and post war pressure to develop farmland, spelled the end of the citrus groves and the industry that they had spawned. Industry replaced agriculture, with notable exceptions such as the Monrovia Nursery. Establishment of the Azusa Pacific (College) University through a merger of the old Azusa Bible College and the Los Angeles Pacific College in 1965 continued an academic presence to the town which was begun by the Mabelle Scott Rancho School for girls in the early 1920s. Development of the freeway system left old Route 66 as a remnant highway while at the same time bringing new families to the town in search of affordable housing and a sense of community.

The Azusa General Plan recognizes the cultural diversity reflected in the past and anticipates that such diversity will extend into the future. This historical and cultural diversity, as represented by prehistoric sites, buildings, places, and activities, should be preserved and enhanced. The policies presented in this section focus on the preservation

AZUSA
HISTORICAL MUSEUM

of physical reminders of the past; the treatment of links with the past as important not only to understanding history but to forging a better future; promotion of cultural diversity, and encouragement of public participation in preserving the past while building for the future.

Vision

Azusa will be a community that honors its history, while actively embracing a better future. Actively telling the story of the legacy and contributions of the many other cultures that have lived here (Native American, Hispanic, Anglo, and other immigrants) will add luster to Azusa as a unique community for residents and visitors alike.

Historic/Cultural Resources Goals and Policies

GOAL

1 ACKNOWLEDGE, PRESERVE, AND PROTECT THE CITY'S NATIVE AMERICAN HERITAGE.

POLICY

1.1 Determine, early in the planning process, through field surveys and Native American consultation, whether archaeological or cultural resources are located within a proposed development site. (HR1 and HR2)

GOAL

2 PROVIDE THE CITY WITH OPEN SPACE AND CULTURAL/HISTORIC AREAS IN THE DOWNTOWN, IN THE SAN GABRIEL RIVER CORRIDOR, AND IN NEIGHBORHOODS THAT CAN PROVIDE EDUCATIONAL BENEFITS.

POLICIES

2.1 Combine historically and culturally significant sites such as those on the proposed landmark list with recreational learning opportunities, where appropriate. Examples may include the train depot, the Woman's Club, the citrus processing buildings, and the Wells Fargo Building. (HR3)

2.2 Commence the process to designate Historic Districts that may include a Downtown District, a Sunset/San Gabriel District, a Citrus Packing District, and a Foothill District (Figure HR-1). (HR3)

GOAL

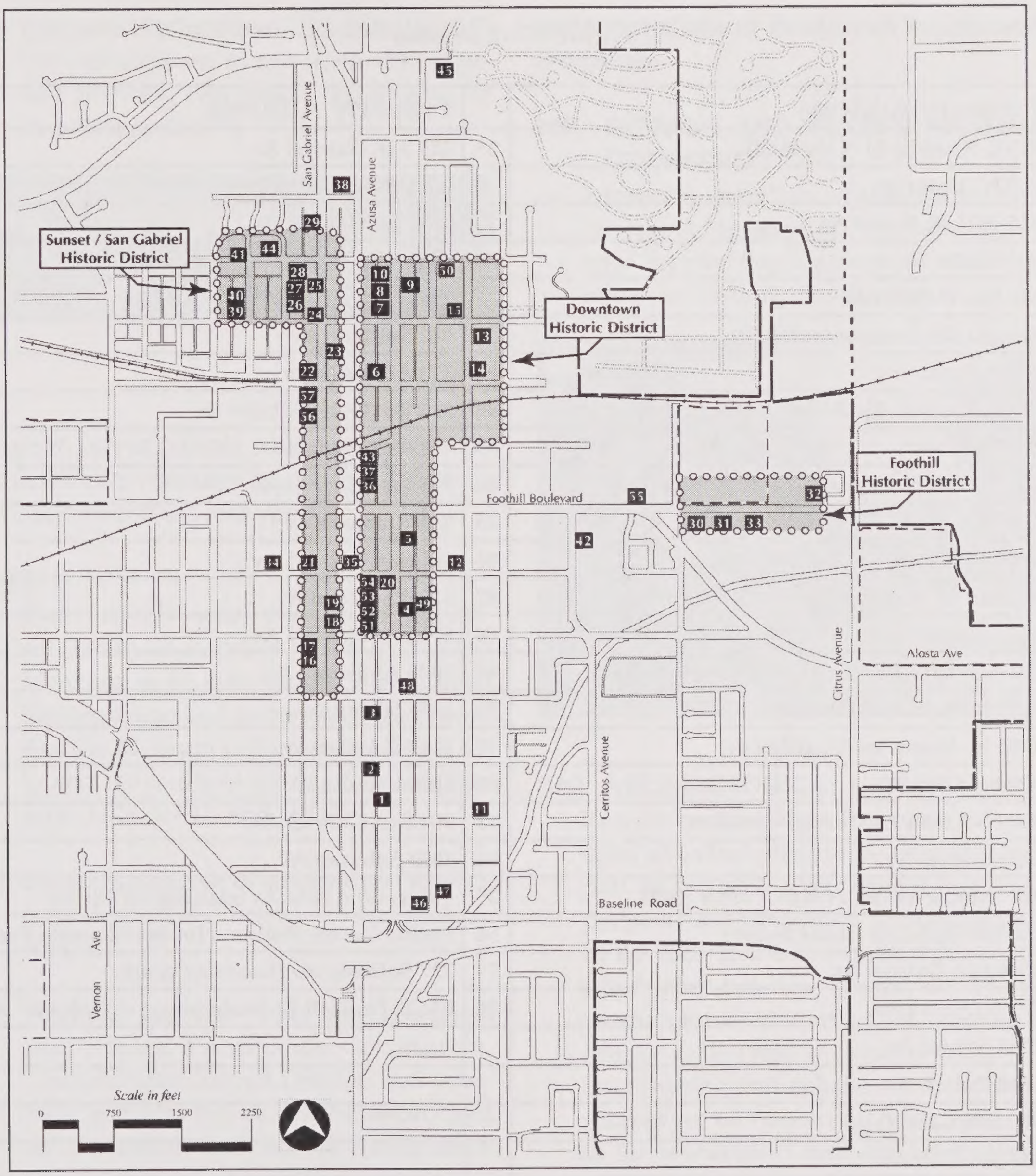
3 PRESERVE AND PROTECT PLACES, BUILDINGS, AND OBJECTS THAT EMBODY THE CITY'S SOCIAL, COMMERCIAL, ARCHITECTURAL, AND AGRICULTURAL HISTORY.

POLICIES

3.1 Encourage property owners to maintain and preserve the historic properties currently listed on the landmarks list and those properties that may be added in the future. Large-scale examples include Route 66, the Santa Fe Depot, the citrus packing buildings, the mining activities, and the downtown core. (HR4, HR5, HR6, HR7, HR8, and HR9)

3.2 Incorporate natural resources such as the San Gabriel River drainage into development when appropriate as a means of understanding and appreciating the history of the site or area. This may include the mining activities and any prehistoric sites that may be encountered during subsequent studies of the drainage. (HR10 and HR11)

3.3 Support preservation of historic resources, including providing for adaptive reuse and tax incentives where appropriate. (HR8, HR9, and HR11)


San Gabriel Avenue
Azusa Avenue
Sunset / San Gabriel Historic District
Downtown Historic District
Foothill Historic District
Foothill Boulevard
Alosta Ave
Citrus Avenue
Cerritos Avenue
Baseline Road
Vernon Ave
Scale in feet
0
750
1500
2250

LEGEND:

City of Azusa Boundary

Sphere of Influence Boundary

■ Potential Cultural - Historic Landmark

▨ Potential Historic District

Potential Historic Landmarks and Potential Historic Districts

GENERAL PLAN UPDATE

FIGURE HR-1

Figure HR-1 Legend

	Property Address		Property Address
1	213 E. Foothill Bl (City Hall)	35	415 San Gabriel Av
2	700 N. Azusa Av	36	1002 Alameda Av
3	619 –621 N. Azusa Av	37	919 San Gabriel Av
4	405 E. 10th St	38	1015 Sunset Av (stone house)
5	510 San Gabriel Av	39	1045 Alameda Av
6	836-850 Soldano Av (at 9th St)	40	942 Soldano Av
7	124 E. Santa Fe	41	513 Alameda Av
8	213 E. Foothill Blvd (Durrell House/Museum)	42	815 (811) San Gabriel Av
9	1007 Sunset Av	43	1025 Alameda Av
10	166 Dalton Av (stone house)	44	825 San Gabriel Av
11	1007 Angeleno Av	45	243 Alameda Av
12	1128 Angeleno Ac	46	447 San Gabriel Av
13	623-625 N. Azusa Av (gym; Old Odd Fellows)	47	629 Angeleno Av
14	532 Soldano Av	48	611 San Gabriel Av
15	801 E. Foothill Bl (Dhammakaya Retreat)	49	1003 Angeleno Av
16	1003 N. Azusa Av (Woman's Club)	50	545 Dalton Av
17	1201 N. Azusa Av (Charlie Lee)	51	516 N. Azusa Av
18	900 Soldano Av	52	520 N. Azusa Av
19	800 N. Azusa Av (Santa Fe Station)	53	504 San Gabriel Av
20	1139 Sunset Av	54	1023 Soldano Av
21	402 Dalton Av (St. Francis Parish Hall)	55	Palms on Azusa Av (starting on 9th St)
22	1003 Soldano Av (stone house)	56	Pacific Electric Railroad Bridge (Encanto Parkway)
23	1046 San Gabriel Av	57	227 Soldano Av (handball court)
24	722 N. Azusa Av	58	534 E. Foothill Bl (main house at Colonial Motel)
25	1135 Sunset Av		
26	1040 Dalton Av		
27	946 San Gabriel Av		
28	620 Soldano Av		
29	1037 San Gabriel Av		
30	1027 San Gabriel Av		
31	522 San Gabriel Av		
32	945 Dalton Av		
33	209 Alameda Av (Medina)		
34	626 Alameda Av		

3.4 Integrate the landmark list onto the GIS computer system to as a method to regulate building renovation, expansion, or demolition. (HR15)

GOAL

4 PROMOTE APPRECIATION AND AWARENESS OF AZUSA HISTORY THROUGH THE SCHOOL AND OTHER PUBLIC PROGRAMS AND VENUES.

POLICIES

4.1 Work closely with the Azusa Historical Society to improve and maintain the Museum as an integral part of historical interpretation and understanding. Ensure that the Museum reflects cultural diversity and the multiple layers of Azusa's history. (HR3, HR12, and HR13)

4.2 Encourage the use of accurate and historically significant place names and themes. (HR14)

4.3 Working together with the Historical and Cultural Preservation Commission, Azusa Unified School District, and other local schools, the Autry Museum, and APU, consider establishing Azusa Heritage programs that sponsor educational walking tours and other public events highlighting local historical resources and issues. (HR13)

Historical/Cultural Resources Implementation Programs

HR1 CULTURAL AND HISTORIC PRESERVATION COMMISSION

Encourage members of the Native American community to serve on the Cultural and Historic Preservation Commission and to play a role in community development.

HR2 ARCHAEOLOGICAL SURVEYS

Require archaeological surveys of undeveloped areas including those areas that although part of the built environment, may have the potential for subsurface archaeological sites. In the case of the San Gabriel River corridor, which may not have project specific actions, conduct surveys as part of the overall planning process so that resources can be integrated into the planning and enhancement process. If resources are encountered, encourage avoidance of the resources if they are determined to be significant as defined in CEQA Guidelines Section 15064.5. If avoidance is not feasible, implement a mitigation plan to excavate, analyze, and report on the discoveries.

In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and the developer shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any finds are determined to be significant by the qualified archaeologist, then representatives from the City of Azusa and the qualified archaeologist and/or paleontologist shall meet to determine the appropriate course of action.

Should human remains be discovered during the implementation of a proposed project, the local coroner must be contacted immediately. Both the Native American Heritage Commission (pursuant to NAGPRA) and any identified descendants should be notified, and recommendations received, if the remains are determined to probe of Native American origin (CEQA Guidelines Section 15064.5, Health and Safety Code Section 7070.5, Public Resources Code Sections 5097.94 and 5097.98).

HR3 HISTORIC DISTRICTS

Coordinate with other public and private agencies to promote joint use of facilities, buildings, and places, where appropriate for cultural and art events. Specific examples may include the Santa Fe Depot, which could be an important element of the transit or transportation hub; Route 66, which reflect transportation and a link with the past; and the historic buildings within both residential neighborhoods and the downtown core.

Historic Districts should be established for at least three areas; the Sunset/San Gabriel District between 11th and 4th Streets; the Downtown District between 10th and 6th Streets and Pasadena and Azusa Avenues; and the Foothill District centered on Foothill Boulevard.

Tours and walk abouts with historic and cultural themes should be developed to emphasize Azusa's history and architecture. Such tours could be part of the growing tourist industry as well as an element of the school curriculum.

HR4 CERTIFIED LOCAL GOVERNMENT CERTIFICATION

Seek certification by the State of California as a Certified Local Government (CLG).

HR5 HISTORIC RESOURCE INVENTORIES

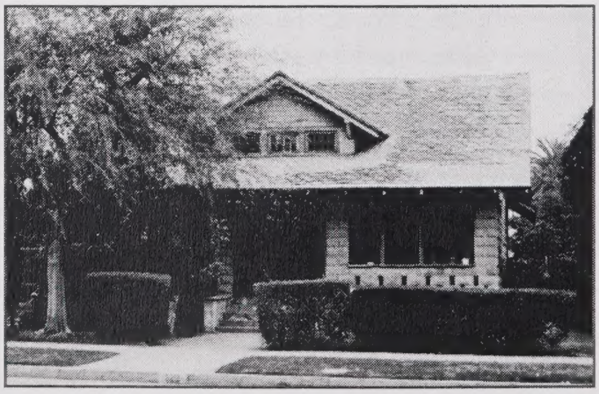
Conduct historic resource inventories to identify important historic resources and establish a Register of Historic Properties in the City of Azusa. Pursue grants and funding for inventories and preservation through the State Office of Historic Preservation.

HR6 HISTORIC RESOURCES OUTREACH

Establish an outreach program educating property owners as to the economic and other benefits of preserving and properly maintaining historical and culturally significant properties.

HR7 HISTORIC REHABILITATION GRANTS/LOANS

Consider establishing grants and loans for property owners who seek to rehabilitate and maintain historic properties.



HR8 HISTORIC PRESERVATION GRANTS

Pursue grants for historic preservation and adaptive reuse within neighborhoods and in commercial areas.

HR9 STATE HISTORICAL BUILDING CODE

Implement the State Historical Building Code on eligible resources.

HR10 REVISE ORDINANCES

Review and revise grading ordinances to require appropriate mitigation measures when historic or archaeological resources are discovered prior to, or during development of property. Such measures should emphasize preservation and enhancement.

HR11 HISTORIC RESOURCE IMPACT THRESHOLDS

Establish thresholds by which future projects can be judged when considering impacts to historic resources. These standards should include height and massing considerations for proposed projects that are located in proximity to historic resources (both individual structures and districts) and should define locations for potential prehistoric resources.

HR12 HISTORIC INTERPRETATION GRANTS

Pursue grants for historic interpretation and enhancement.

HR13 EDUCATIONAL CURRICULUM

Work with Azusa Unified School District and other local schools to develop a curriculum within the schools that integrate the Museum into tours, research projects, and development of family histories.

HR14 HISTORIC MARKERS AND WALKING TOURS

Establish historic markers to delineate sites of historic buildings, events, people, and activities. The markers should reflect the economic, social, and cultural growth and development of Azusa. The markers could be tied into walking tours and brochures explaining the importance of the site.

WELLS FARGO BANK

HR15 GIS UPDATE

Update the GIS computer system to include the landmark list.

Projects that could realistically be completed in the next five years

1. Establish the three historic districts.
2. Become a Certified Local Government.
3. Develop historic walking tour(s) program.
4. Develop property owners outreach program to explain economic and other benefits of preserving/ maintaining historic/ culturally significant properties.
5. Establish historic and cultural significant resources thresholds by which to judge future projects impacts.
6. Set design standards and criteria for new development and renovated buildings that may have an impact on nearby historic and cultural significant resources.
7. Update the GIS computer system.

Historical/Cultural Resources Implementation Matrix

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
HR1	Cultural and Historic Preservation Commission	●														●									Ongoing
HR2	Archaeological Surveys		●													●									Ongoing
HR3	Historic Districts		●													●	●								2004
HR4	Certified Local Government Certification		●													●									2004
HR5	Historic Resource Inventories		●													●									2006
HR6	Historic Resources Outreach	●	●													●		●							2006
HR7	Historic Rehabilitation Grants/Loans		●													●	●								2004
HR8	Historic Preservation Grants	●	●													●									Ongoing
HR9	State Historical Building Code		●													●									Ongoing
HR10	Revise Ordinances		●													●									Ongoing
HR11	Historic Resources Impact Thresholds		●													●									2004
HR12	Historic Interpretation Grants		●													●	●								2004
HR13	Educational Curriculum		●												●	●									Ongoing
HR14	Historic Markers and Walking Tours		●													●									2006
HR15	GIS Update	●														●									2004

Infrastructure

Statutory Requirements

The Government Code Section 65302(b) requires a discussion regarding local utilities and facilities. This General Plan focuses upon the City's water supply, water treatment, storm drainage, solid waste disposal, natural gas, electricity, and telecommunication systems.

Infrastructure Big Ideas

The Big Ideas for the Infrastructure Element are:

- Public facilities master plans will be prepared or updated in accordance with the future growth anticipated in the General Plan, in order to ensure that services are provided in the most cost effective manner, and to plan for new facility acquisition and construction.
- New technologies and best management practices will be used in both new construction and renovated public and private businesses and residences to reduce service demand and to maximize service provision.

Infrastructure Existing Conditions

Water Supply

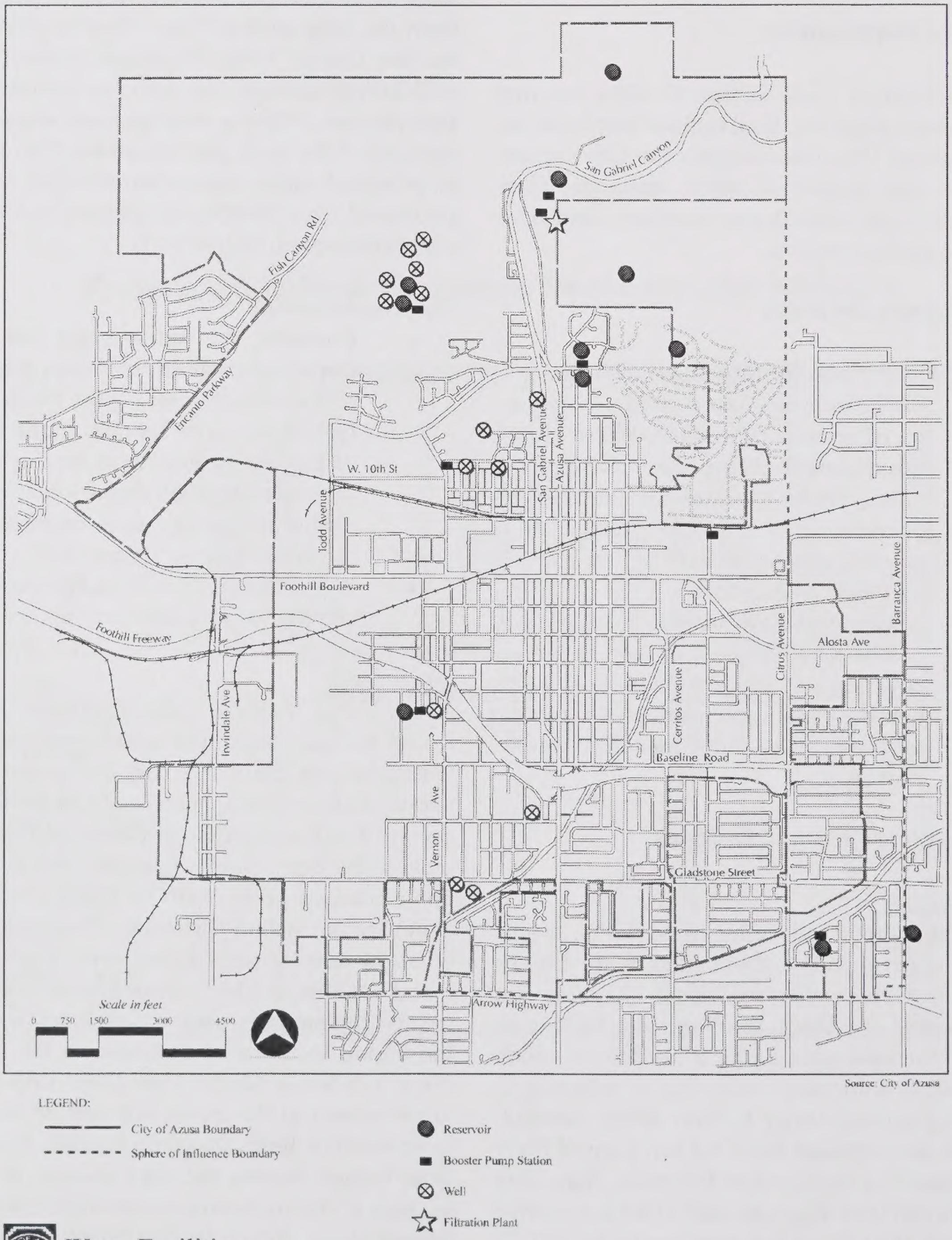
The Azusa Light and Water Department, a municipal utility owned and operated by the City of Azusa, provides water to residents of Azusa. The main source of water is ground water in the San Gabriel Groundwater Basin, a portion of which lies directly underneath the City. In addition to pumping ground water to meet water demand, water is also obtained from the San Gabriel River and treated at the Canyon Filtration Plant. The Canyon Filtration Plant, located at Azusa Avenue and San Gabriel Road, has the capacity to treat 7.5 million gallons of San Gabriel River water per day. In extreme conditions, when naturally occurring water from wells and the River is not sufficient to meet demand, replenishment water is purchased from the Metropolitan Water District (MWD) or the San Gabriel Valley Municipal Water District (SGVMWD) through the Main San Gabriel Basin Watermaster. When system demand exceeds the capacity of the wells and Treatment Plan to produce treated water, supplemental treated water is purchased from MWD through the City's treated water connection. (Figure In-1)

Planning Issues are:

- Currently, the Azusa Light and Water Department has the facilities, equipment, and source of water supply to adequately provide water services to the City of Azusa. Future growth in the City will be addressed through improvements to facilities and supply as recommended by the Water System Master Plan.
- There are minor, addressable issues concerning water quality for the City.

Wastewater

Azusa owns, operates, and maintains the local sewer lines that collect wastewater generated within the City limits. The City is allowed to connect local sewer lines to the County Sanitation Districts of Los Angeles County (Districts) District 22 main trunk lines. Northern areas of the City (the non-urbanized areas north of Sierra Madre Avenue) are not within District 22. These areas rely on septic tank systems. Some of the City's sewer mains are now deficient; the deficiencies were not created by one large area of development but by the minor, incremental additions to the system. The City's Sewer Master Plan (2001) calls for the improvement of the mains just east of Todd Avenue north of Tenth Street, on Foothill Boulevard from Vernon Avenue to Coney Avenue, in the alley west of Aspan Avenue between First Street and Second Street, and on Second Street from the Aspan Avenue alley east to Vernon Avenue.


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Vernon Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500
LEGEND:
City of Azusa Boundary
Sphere of Influence Boundary
Reservoir
Booster Pump Station
Well
Filtration Plant

Source: City of Azusa

Water Facilities

GENERAL PLAN UPDATE

FIGURE IN-1

The trunk sewers lines ultimately connect to the Districts' San Jose Creek Water Reclamation Plan (WRP), located next to the City of Industry (Figure In-2). The WRP has a design capacity of 100 million gallons/day (mgd) and currently processes an average flow of 87.5 mgd. When wastewater entering the San Jose Creek Water Reclamation is over capacity, wastewater is diverted to the Joint Water Pollution Control Plan (JWPCP), located in the City of Carson.

The Regional Water Quality Control Board allows septic tanks system but is subject to requirements of the local agency. Azusa's special requirement for sewer connection and septic tanks is that any new development with 5 or more dwelling units and within 200 feet of a city sewer line is required to connect to the city line. Otherwise, septic tanks are allowed in Azusa subject to approval from the Los Angeles County Public Health Department.

Planning Issues are:

- Northern portions of the City of Azusa are not within District No. 22. Before sewage services can be provided in those areas, annexation into District 22 is required.
- Future development will require the expansion of sewer system infrastructure as well as extended service capacity.

Storm Drainage Facilities

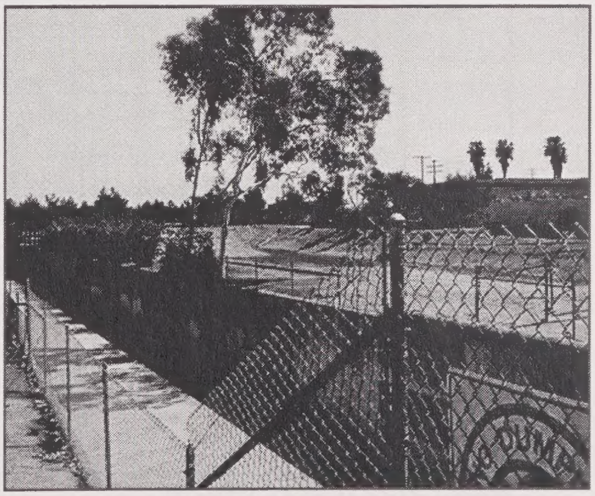
There are two dams, owned by Metropolitan Water District and the Los Angeles County Flood Control, located above Azusa. The San Gabriel Dam is located seven miles north of the Azusa city limits. The Morris Dam is just south of the San Gabriel Dam, one mile north of the City limits. In the area is a third dam, Cogswell Dam.

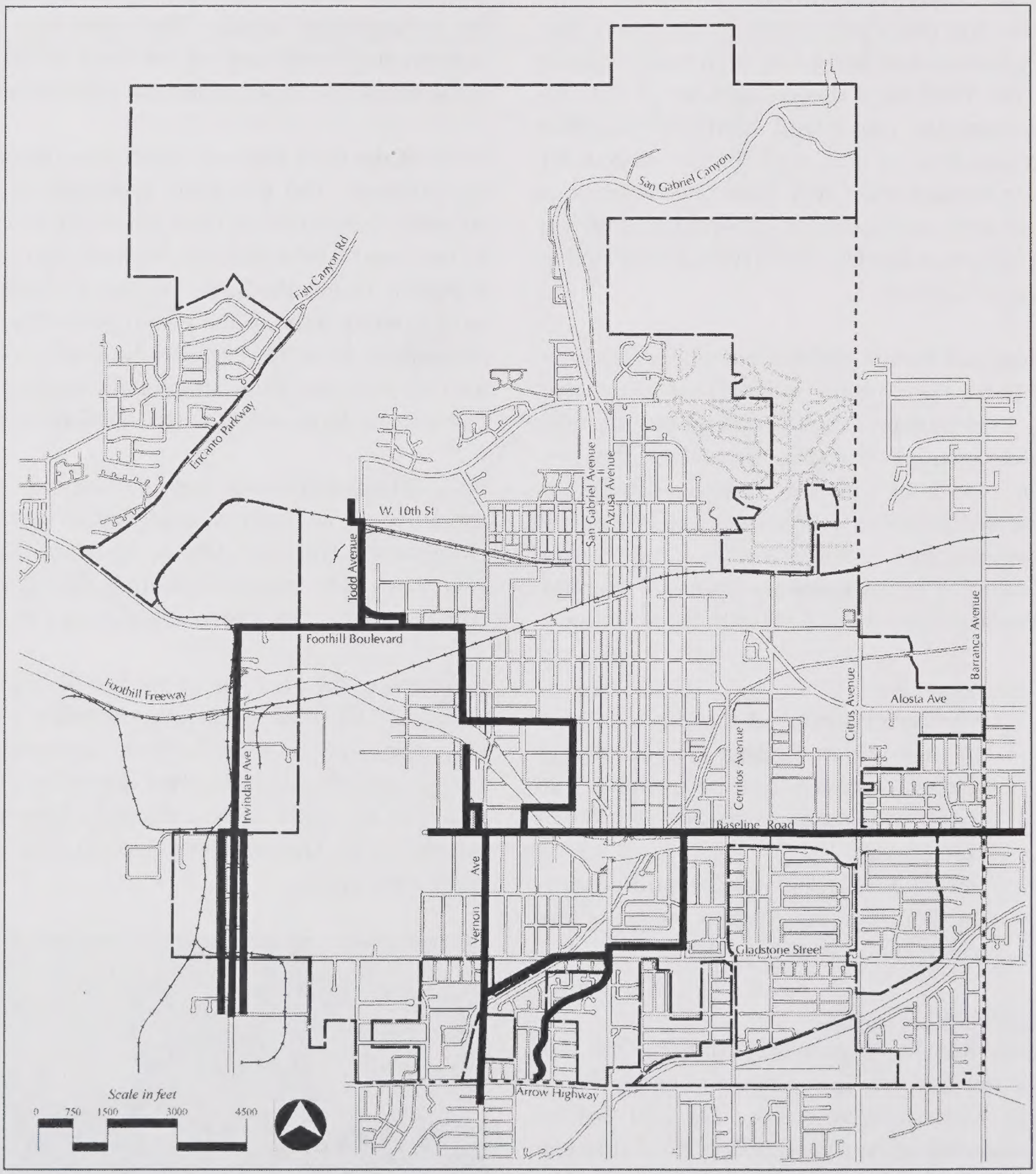
Adjacent to the San Gabriel River, north of the I-210 Freeway and near the mouth of the San Gabriel Canyon, lies the San Gabriel Canyon groundwater recharge area. These groundwater recharge basins divert water from the river to percolate into the underground aquifer. The basins also detain overflowing floodwaters of the San Gabriel River in the event of a major rainstorm. (Figure In-3)

South of the I-210 Freeway is the Santa Fe spreading grounds. The Irwindale spreading grounds are part of the Santa Fe Dam Flood Control Basin. In the case of dam failures from the San Gabriel or Morris Dams, the Santa Fe Dam Control Basin would detain most of the water, protecting many cities south of Santa Fe Dam, however, much of the City of Azusa would potentially become inundated from the overflow of the San Gabriel River.

The existing storm drain and flood control systems contain most of the storm runoff within the system. However, storm flows within the street right-of-way may cause localized flooding during storms. Some roads may be impassable during a storm.

In addition, the overflow of the San Gabriel River during a "100 year" storm may threaten residential areas along or near the river. Increasing vegetation growth along the river diminishes the capacity of the flood control channel along the San Gabriel River. During a major storm, this can become a problem.




San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Vernon Ave
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500

Source: City of Azusa, 2000

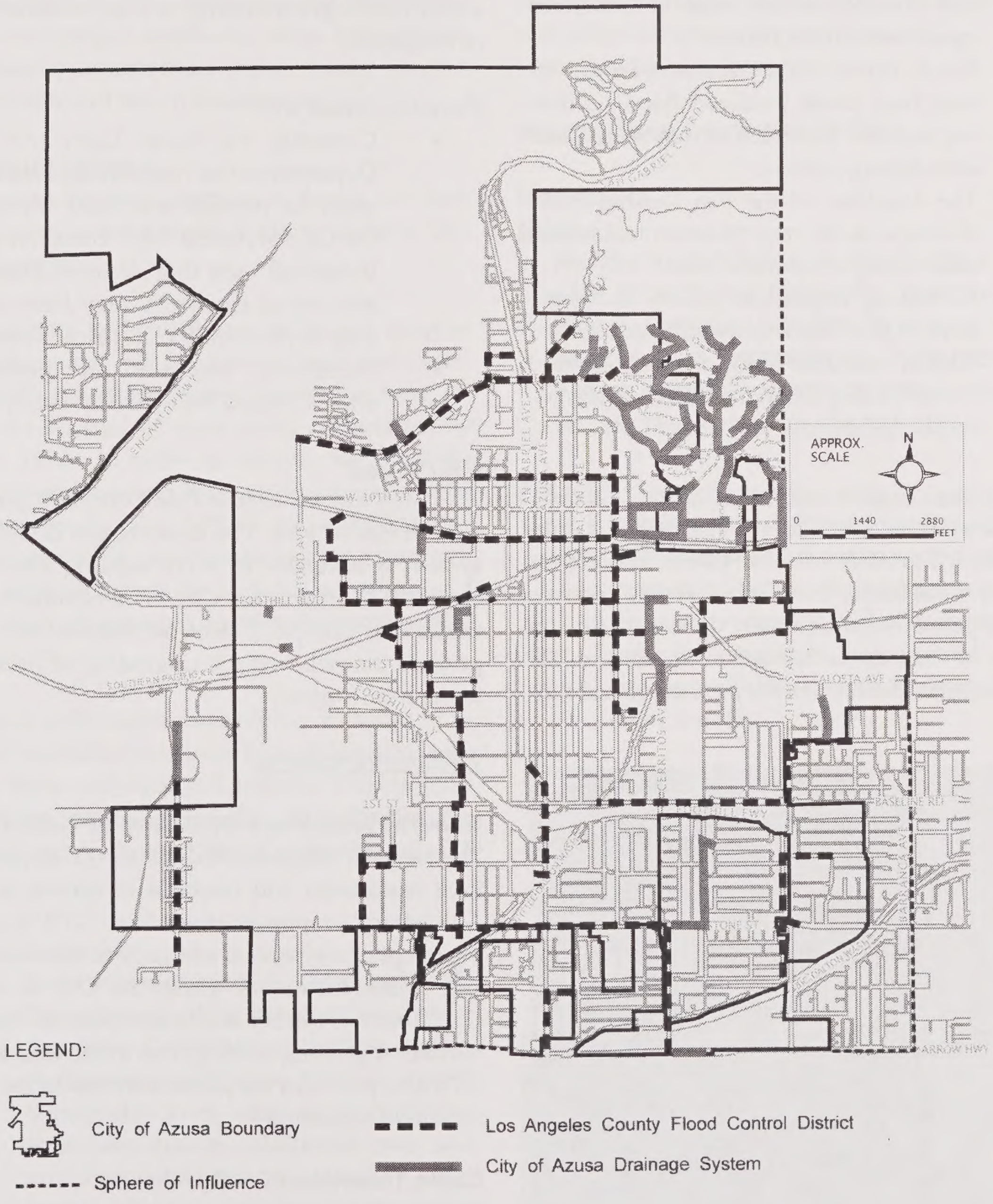
LEGEND:

- City of Azusa Boundary
- Sphere of Influence Boundary
- Main Sewer Trunk Line (All Lines Flow South to the San Jose Creek Water Reclamation Plant)

Wastewater Facilities

GENERAL PLAN UPDATE

FIGURE IN-2


APPROX. SCALE
N
0
1440
2880
FEET
SAN GABRIEL CYN RD
ENCANTO PKWY
W. 10TH ST
TODD AVE
FOOTHILL BLVD
SOUTHERN PACIFIC RR
5TH ST
FOOTHILL FWY
1ST ST
SAN GABRIEL AVE
AZUSA AVE
DALTON
CERRITOS AV
CITRUS AVE
ALOSTA AVE
BASELINE RD
BARRANCA AVE
GLADSTONE ST
ARROW HWY
LEGEND:
City of Azusa Boundary
Sphere of Influence
Los Angeles County Flood Control District
City of Azusa Drainage System

SOURCE: City of Azusa

Drainage System

GENERAL PLAN UPDATE

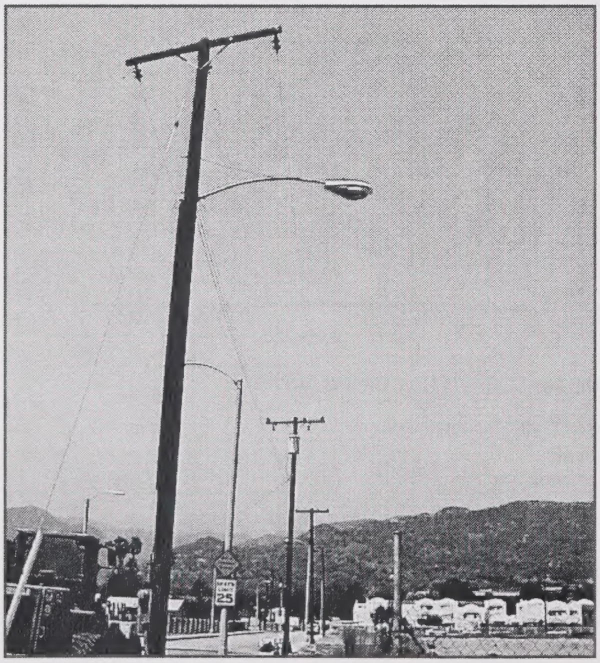
FIGURE IN-3

Planning Issues are:

- The existing storm drain and flood control systems contain most of the storm runoff within the system.
- Storm flows within the street right-of-way may cause localized flooding during storms; some roads maybe impassable during a storm.
- The overflow of the San Gabriel River during a storm may threaten residential areas along or near the river.
- Increasing vegetation growth along the river diminishes the capacity of the flood control channel along the San Gabriel River. During a major storm, this can become a problem.

Electric Power Supply and Transmission

The Azusa Light and Water Department, a municipal utility, provides electric power to business and residential users. The City of Azusa receives electrical power from Southern California Edison (Edison) at the Azusa Substation, located at 809 North Angeleno Street. The City of Azusa and Edison jointly own the Azusa substation. Edison provides electrical service to the unincorporated areas of Los Angeles County, within Azusa's Sphere of Influence.



Planning Issues are:

- Currently, the Azusa Light and Water Department has the facilities and equipment to provide electrical services to the City of Azusa. New commercial and industrial uses that demand enormous amount of electricity may have significant impacts on the electrical network.
- Significant increases in population would impact the electrical facilities.

Natural Gas

The Southern California Gas Company provides natural gas service. The existing gas distribution system is adequate to serve existing and future customers within the City. The Southern California Gas Company does not foresee any major projects that will require upgrading of its system in the near future.

Telecommunications

General Telephone Company of California

The General Telephone Company (GTE) provides local residential and business telephone service. According to representatives from GTE, the existing telephone system is adequate to serve existing and future customers within the City of Azusa. GTE does not foresee any major projects that will require upgrading of its system in the near future. GTE also provides telephone services to the City's Sphere of Influence.

Cable Television

Charter Communications provide cable television service to the City of Azusa and its Sphere of Influence. This franchise service provides services on a contract basis, and the contract with the City is reviewed on a regular basis.

The changing nature of telecommunications may lead to new service/competitors and range of services available to City residents and businesses. Possible merging of telephone, cable, internet, and other telecommunications services may require the installation of new infrastructure.

Solid Waste Disposal

Solid waste disposal services in Azusa are contracted with private waste haulers, Athens Disposal Company.

The residents and businesses of Azusa dispose of approximately 110,000 tons of trash each year. Since 1995, the residents and businesses have reduced the amount of trash going to landfills by 39% (in 1998). In order to comply with AB939, the local residents and business must reduce the trash flow by a total of 50% in the year 2000. The City has adopted a green waste recycling program and is reviewing various curbside recycling and incineration programs in an effort to meet the 50% requirement.

Municipal solid waste can only be disposed of in Class III landfills. The closet Class III landfills are Puente Hills and Spadra Landfills. Puente Hills landfill is estimated to be full in 2003. The Spadra landfill has an estimated life of approximately 2.5 years.

Planning Issues are:

- Solid waste disposal is a regional problem affecting all of the communities in Southern California, including Azusa. As nearby landfills are filled or closed, transportation of waste to landfills farther away creates additional costs and environmental impacts.
- Local residents and businesses must continue to reduce, reuse, and recycle in order to meet the State mandated trash reduction requirements.

Vision

Both public and private utilities service providers will fully and efficiently serve Azusa's homes and businesses.

Infrastructure Goals and Policies

ELECTRICITY

GOAL

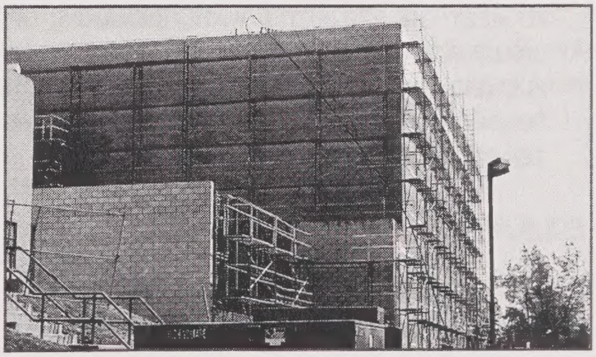
1 **PROVIDE AN ELECTRICAL SUPPLY SYSTEM THAT IS ABLE TO MEET THE PROJECTED ELECTRICAL DEMANDS; UPGRADE AND EXPAND SUPPLY, TRANSMISSION, AND DISTRIBUTION FACILITIES; AND PURSUE FUNDING SOURCES TO REDUCE THE COST OF ELECTRIC PROVISION FOR THE CITY.**

POLICIES

1.1 Monitor the demands on the electrical system, manage development to mitigate impacts and/or facilitate improvements to the energy supply and distribution system, and maintain and expand energy supply and distribution facilities. (I1, I2, I3, I4, and I5)

1.2 Update the electric master plan to reflect anticipated growth and current capacity. (I4 and I5)

1.3 Designate, preserve, and acquire land for electrical distribution facilities, as necessary. (I2)



1.4 Minimize electrical consumption through site design, use of efficient systems, and other techniques. (I2)

1.5 Continue the City's electrical conservation efforts; review programs periodically and modify and/or expand them as appropriate and feasible. (I1 and I2)

1.6 Continue to require the incorporation of electrical conservation features in the design of all new construction and site development. Encourage the retrofit to existing buildings and development to include electrical conservation features including, but not limited to, wireless technology and solar energy. (I2 and I7)

1.7 Continue to underground all overhead electrical lines. (I6)

1.8 Ensure the costs of improvements to the existing electrical supply and distribution facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation. (I2, I6, and I9)

Water

GOAL

2 **PROVIDE A WATER SUPPLY SYSTEM THAT IS ABLE TO MEET THE PROJECTED WATER DEMANDS; UPGRADE AND EXPAND WATER TREATMENT, SUPPLY, AND DISTRIBUTION FACILITIES; AND PURSUE FUNDING SOURCES TO REDUCE THE COST OF WATER PROVISION FOR THE CITY.**

POLICIES

2.1 Monitor the demands on the water system, manage development to mitigate impacts and/or facilitate improvements to the water supply and distribution system, and maintain and expand water supply and distribution facilities. (I1, I3, and I5)

2.2 Continue to update the water master plan and an associated capital improvements program, and evaluate the adequacy of the water supply and distribution supply. (I4 and I5)

2.3 Designate, preserve, and acquire land for water storage and transmission facilities, as necessary. (I2)

2.4 Require that new development and retrofit existing developments to contain safeguards and measures preventing water supply degradation. (I2)

2.5 Require all new development to connect to the sewer system. (I2)

2.6 Minimize water consumption through site design, use of efficient systems, and other techniques. (I1, I2, and I7)

2.7 Continue the City's water conservation efforts; review programs periodically and modify and/or expand them as appropriate and feasible. (I1)

2.8 Continue to require the incorporation of water conservation features in the design of all new construction and site development. (I2 and I3)

2.9 Consider creating rebate or other incentive programs for the replacement of leaking, aging, and/or inefficient plumbing with water saving plumbing and fixtures. (I1 and I8)

2.10 Require the use of reclaimed water for landscaped irrigation, grading, and other non-contact uses in new developments, where available or expected to be available. (I2 and I8)

2.11 Ensure the costs of improvements to the existing water supply and distribution facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation. (I2 and I8)

2.12 Evaluate the water rate payer fees, development charges, and service acquisition charges to see if the fees and charges adequately meet the operation maintenance, renovation/upgrade, and new construction needs. (I1, I3, I6, and I9)

Wastewater Treatment and Facilities

GOAL

3 PROVIDE A WASTEWATER (SEWER) COLLECTION AND TREATMENT SYSTEM THAT IS ABLE TO SUPPORT PERMITTED LAND USES, UPGRADING EXISTING DEFICIENT SYSTEMS, AND PURSUE FUNDING SOURCES TO REDUCE COSTS OF WASTEWATER PROVISION IN THE CITY.

POLICIES

3.1 Ensure the City provides and maintains a sewer collection and treatment facilities system that adequately conveys and treats wastewater generated by existing and planned development at a maximized cost efficiency. (I1)

3.2 Update the sewer master plan to reflect anticipated growth and current capacities. (I4 and I5)

3.3 Work with the County of Los Angeles to determine if the existing sewer collection systems are adequate to meet existing and anticipated future demand. (I5)

3.4 Develop a record maintenance system that records the capacity and use of sewer facilities, monitors impacts and demands, and manages development, thereby mitigating impacts and/or facilitating improvements. (I3)

3.5 Ensure the costs of improvements to the existing sewer collection and treatment facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation. (I2 and I6)

3.6 Evaluate the sewer connection fees and other charges to see if the fees and charges adequately meet the operation maintenance, renovation/ upgrade, and new construction needs. (I1, I6, and I9)

3.7 Ensure that all sewer collection facilities are operated in a manner that maximizes public safety. (I3)

3.8 Continue to monitor businesses that may generate hazardous waste to prevent contamination of water. (I3)

3.9 Continue to work with the County Sanitation District to ensure that use of Best Management Practices is used in the City. (I1)

Storm Drainage

GOAL

4 PROVIDE A FLOOD CONTROL SYSTEM THAT IS ABLE TO SUPPORT THE PERMITTED LAND USES WHILE

PRESERVING THE PUBLIC SAFETY; UPGRADE EXISTING DEFICIENT SYSTEMS; AND PURSUE FUNDINING SOURCES TO REDUCE THE COSTS OF FLOOD CONTROL PROVISION IN THE CITY.

POLICIES

4.1 Maintain existing public storm drains and flood control facilities, upgrade and expand storm drain and flood control facilities. (I1)

4.2 Annex the northern area of the City into District 22. (I1)

4.3 Coordinate with County agencies to improve the County's facilities. (I4 and I5)

4.4 Monitor the demands and manage development to mitigate impacts and/or facilitate improvements to the storm drainage system. (I4)

4.5 Designate, preserve, and acquire land, as necessary, for storm drainage and flood control facilities. (I2)

4.6 During development review, determine if any structures meant for human habitation are constructed within the 100-year flood plain. If necessary, evaluate the structure's flood safety, and require remedial actions. (I1)

4.7 Require improvements to the existing storm drain and flood control facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation. (I2)

4.8 Require new developments to employ the most efficient drainage technology to increase ground percolation, control drainage, and minimize damage to environmentally sensitive areas. (I2, I7, and I8)

4.9 Conduct public education programs to discourage dumping of materials into the streets or into the stormwater collection facilities. (I1)

4.10 Encourage using construction methods and technologies that will reduce the size or decrease the number of impervious surfaces in both new development and the retro-fit of existing development. (I2, I7, and I8)

Solid Waste

GOAL

5 MAINTAIN SOLID WASTE COLLECTION AND DISPOSAL SERVICES IN ACCORDANCE WITH THE CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT OF 1989, PURSUE FUNDING SOURCES TO REDUCE THE COST OF THE COLLECTION AND DISPOSAL SERVICES IN THE CITY.

COLLECTION POLICIES

5.1 Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with State law. (I3, I5, and I9)

5.2 Provide trash and recycling receptacles along City streets, in parks and along trails, and other pedestrian oriented areas. (I2)

RECYCLING POLICY

5.3 Monitor reduction and recycling programs to ensure proper implementation and achievement of mandated solid waste reduction and diversion goals. Revise and replace programs that do not achieve their intended purpose. (I3, I5, and I9)

Gas Supply and Telecommunication

GOAL

6 MAINTAIN AND EXPAND SERVICE PROVISION TO CITY OF AZUSA RESIDENCES AND BUSINESSES.

POLICIES

6.1 Continue to work with service providers to maintain current levels of service and improved levels of service. Revise and replace programs that do not achieve their intended purpose. (I2 and I5)

6.2 Review requests for new utility facilities, relocations, or expansions to existing facilities. (I2 and I5)

Infrastructure Implementation Programs

I1 INFRASTRUCTURE PROGRAMS

Develop and implement the following, as funding permits:

- Pollutant runoff control programs that include structural controls, non-structural controls, and best management practices. Require all residential, commercial, and industrial sites and construction sites to implement pollution runoff controls;
- Those areas that are not within a sewer district, annex them into a sewer district. In particular, annex the northern area of the City into District 22;
- A repair, upsizing, and replacement program for electrical lines, water, sewer, and storm drain and pipelines;
- Explore the feasibility of developing an incentive program for property owners who upgrade defective or inefficient plumbing and appliances;
- A fee review program to annually review and amend, as necessary, rate payer fees and charges; and
- During development review, examine structures intended for human habitation and constructed within the 100-year flood plain for conformance with all jurisdictional requirements. Code enforcement measure shall be applied to remedy any deficiencies.
- Continue to implement and expand the following programs:
  - The NPDES;
  - Public education promoting resource conservation; and
  - Water and electrical use audits for all City owned buildings. The audit program shall identify levels of existing resource use and potential conservation measures; and
- Local, State, and Federal requirements mandated by SCAQMD. Consider assessing fees, where appropriate, to offset implementation costs.

I2 DEVELOPMENT OR DESIGN REVIEW

Through the development or design review process, require or continue to require the following:

- All new development be evaluated for streetscape improvements including water fountains, trash receptacles, and other amenities;
- All new development to be linked to the existing sewer system;
- That sufficient utility capacity is available. If sufficient capacity is not available, the

City shall not approve the project until additional capacity or adequate mitigation is provided;

- The construction of the facilities necessary for the connection to the public electrical distribution, water distribution, sewer and drainage system, or payment of fees. All facilities within the City shall be designed and constructed in conformance with the adopted water, sewer and drainage master plans and the standards established by the Light and Water Department, and the Public Works Department; and

- The use of water efficient fixtures, electricity efficient fixtures, and resource saving design elements in new construction.

I3 STUDIES

Perform the following studies and implement programs addressing the study's findings:

- Collect and maintain data on the location, capacity, utilization levels and conditions of:
  - Water supply, transmission, distribution, storage, and treatment facilities;
  - Storm drain and flood control facilities;
  - Electrical supply, transmission, distribution facilities; and
  - Waste water and solid waste facilities;

- Prepare and approve a plant list of drought-tolerant and low-water using species for distribution to designers of project landscape plans for use in all publicly owned landscaped areas;

- Review and amend, as necessary, utility fees and impact fees collected from new and existing development;

- Evaluate and determine the presence of existing environmental degradation, assess the potential for future facilities degradation and propose mitigation measures, and their schedule for action.

I4 MASTER PLANS

Update and adopt the electrical, water, sewer, and storm drainage master plans to reflect current facility conditions, maintenance and upgrade plans, and the planned land use within the City. Capital improvement programs including prioritization schedules shall also be prepared as funding permits. Review the updated master plans every five years to ensure viability.

I5 AGENCY COORDINATION

- During the process of updating master plans administered by the Public Works Department and the Light and Water Department, the agencies shall identify the lands needed for future utility facilities. The City shall seek to have the property designated for utility use and commence acquisition of any necessary fee titles or easements, as approved by the City Council.

- The respective agencies shall advise the Community Development Department regarding the capacity availability and service availability for proposed developments.

- Participate in regional efforts to undertake an analysis of landfill capacity needs, and initiate long range planning for the provision of adequate landfill capacity to serve the population.

I6 INFRASTRUCTURE IMPROVEMENTS

- Solicit funds for an improvement study, and the resulting design, construction, and maintenance of the City's public infrastructure system.

- Continue to expand the electrical distribution line-undergrounding program.

17 DEVELOPMENT CODE

- Revise the City's Development Code to require that new uses that consume very high levels of water or energy or discharge high levels of water be evaluated to determine the means by which these levels can be reduced.

- Adopt a minimum standard for parking lot shade tree planting.

18 ORDINANCES

Adopt and enforce the following:

- A water pollution control ordinance protecting City's surface waters and groundwater resources; and

- An efficient water use ordinance requiring the use of reclaimed water, where available, in landscaped areas of homeowners associations, public buildings, and nonresidential buildings with landscaped areas greater than 5,000 square feet.

19 SOURCE REDUCTION AND RECYCLING AND HAZARDOUS WASTE MANAGEMENT

- Implement the Source Reduction and Recycling programs and the Household Hazardous Waste Management programs.

- Solicit federal funds to offset the City's fiscal impacts for implementing and enforcing these State mandated programs.

Projects that could realistically be completed in the next five years

1. Update master plans.
2. Establish retrofitting programs to encourage private business owner and homeowners to upgrade their electrical, water, and storm drainage facilities.
3. Establish public education programs:
    - discouraging dumping materials into streets and/or sewers; and
    - encouraging water, electricity, and trash usage reductions, and encouraging the use of landscaping practices that increases reclaimed water usage and maximizes groundwater percolation.

Infrastructure Implementation Matrix

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
I1	Infrastructure Programs		●				●			●				●		●					●			●	Ongoing
I2	Development or Design Review		●				●			●				●		●					●			●	Ongoing
I3	Studies						●			●						●					●				Ongoing
I4	Master Plans						●			●						●	●				●				Ongoing
I5	Agency Coordination		●				●			●						●					●				Ongoing
I6	Infrastructure Improvements						●			●						●					●				Ongoing
I7	Development Code		●													●									Ongoing
I8	Ordinances									●						●									2004
I9	Sources Reduction and Recycling and Hazardous Waste						●			●						●					●			●	2004

Chapter 4: Economy and Community

Chapter 4: Economy and Community

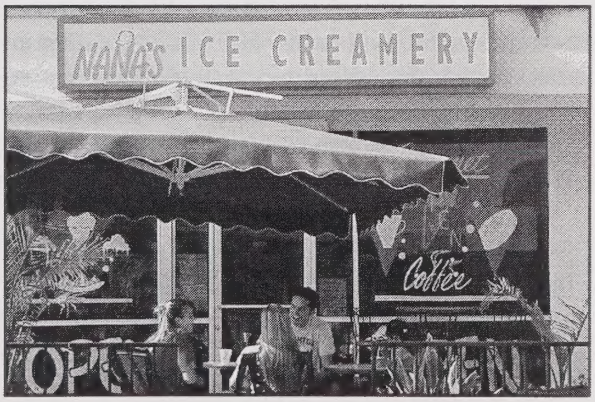
Introduction

The General Plan's second "Element of Place", Economy and Community, focuses on those subject areas that involve the economic vitality of the city, its businesses, and residents, and it focuses on the community services that improve Azusans' quality of life. This chapter specifically discusses:

- Economic Development; and
- Public Services – Police Protection, Fire Protection, Emergency Medical Services, Governmental Administration, Library, and Schools.

Economic Development

The General Plan sets out to create a walkable, sustainable environment composed of neighborhoods, districts, and corridors that enable a higher quality of life by offering new choices for living and working. Designing great places that people love to live in or visit is one of the most important aspects of this Plan. Being able to walk to a mix of shops, restaurants, coffeehouses, and parks within compact mixed-use districts and neighborhoods provides the highest quality of life, and adds great variety and economic vitality to an area. Studies are beginning to show what people have long suspected; that enhancing the quality of life in a community can have positive economic development benefits.



Homes built in communities that follow "new urbanist" principles command a premium above nearby units of comparable size. Due to the scarcity of pedestrian downtown shopping opportunities, cities that provide a quality downtown environment have similarly experienced higher property values that translates into higher local tax revenues. The nation's best commercial real estate markets are in cities with vibrant, traditional downtowns.

Many businesses recognize the benefits in locating in areas that are able to attract people because of different uses. Also, there is added value for businesses because they are better able to attract skilled workers in areas that offer a multi-dimensional environment convenient to work, shopping, and recreation.

Statutory Requirements

In addition to the mandatory elements, other optional elements may be included in a City's general plan. The California Government Code Section 65303 states:

> *The General Plan may include any other elements or address any other subject which, in the judgment of the legislative body, relate to the physical development of the county or city.*

Azusa's Economic Development Element is such an optional element. Once adopted, this element will have the same legal status as any of the mandatory elements. Additionally, other state requirements pertaining to the mandatory elements, such as internal consistency, also apply to the optional element.

Economic Development Big Ideas

The Big Ideas for the Economic Development Element are:

- Ensure that land is available to support a variety of business types and a range of jobs through appropriate land use policies.

- Instead of "strip zoning" along commercial boulevards, commercial activity is focused in Districts, each with a special identity and mix of uses.

- Distinct "employment districts" should be established for the various areas of the city that will primarily support commercial or employment based activities.

- Monitor the opportunity to reuse major heavy industrial sites in the city for other uses, including the quarries and the landfill.

- Identify appropriate building types for each "employment district" in the city.

- To attract new industries, Azusa must have a diverse and competitive labor force. The city can "grow its own" labor force by improving its K-12 schools and by working with Azusa Pacific University (APU) and Citrus College to bring businesses to the city that would benefit from having college graduates as workers.

- The City, School District, Azusa Pacific University, Citrus College, LA Works and San Gabriel Economic Partnership, and businesses will partner to promote growth of high tech, professional and small businesses by improving local schools, launching a proactive business development program, and marketing Azusa's advantages.

- Offer a broad mix of housing choices to diversify Azusa's labor force.

- Maintain a "business climate" in Azusa that communicates the city's support for business, including highly flexible and technologically oriented manufacturing processes.

- Strengthen and maintain the identity of key retail/commercial districts throughout the city. Each area should have a clearly identified niche within the city.

Economic Development Existing Conditions

The Regional Economy

The economy of the San Gabriel Valley, the region that includes Azusa, has demonstrated sustained dynamism over the last decade, weathering the recession of the early 1990s better than Los Angeles County as a whole and creating jobs at a rapid rate since the end of the recession. This is due primarily to the Valley's lower dependence on the aerospace industries that suffered severe job losses during the 1990s. The Region's already diversified economy is showing great promise in the area of high technology, with the Valley's considerable academic and research infrastructure beginning to generate significant commercial spin-offs. Some traditional industries, such as food processing and light manufacturing, are also growing rapidly and adding significant numbers of jobs. Even some industries that lost many jobs in the 1990s appear to have stabilized, and are restructuring to compete by producing high-quality, specialized, high-value goods. The Valley also enjoys growing service and retail sectors and a healthy real estate market.

There are, however, a few clouds in this otherwise rosy picture:

- Overall, the Valley's jobs pay lower wages than those of the County as a whole.
- Although this seems to be changing, there remain significant questions about how well matched the skills of the Valley's population are to the jobs being created, that are more technical, white-collar, and high-skill positions.
- Finally, there is a shortage of developable land, making strategic and far-sighted land-use planning imperative.

The Local Economy

Azusa's job creation between 1991 and 1998 was lackluster in comparison to that of the Valley. Azusa added very few net jobs during this period, and as a result its share of regional employment fell. The City mirrored the Valley's pattern of job loss in manufacturing, and there is a clear pattern of firms in older industries, such as metalworking, being replaced by companies in younger, more dynamic industries such as printing and publishing. Nevertheless, Azusa retains a higher proportion of jobs in the manufacturing sector than the Valley, most notably in declining industries such as metalworking, but also in basic/heavy industry. Azusa also has a disproportionate number of jobs in agriculture (due to the Monrovia Nursery), construction, and transportation, utilities, and communications. However, the City is well below the Valley in its percentage of jobs in wholesale trade, retail trade, finance, insurance, real estate, business, legal, and professional services. Equally importantly, Azusa has not captured much of the growth in high-tech jobs.

However, Azusa does have significant assets to help both the City and its residents make the transition to a high-skill employment base, including both an important core of advanced manufacturing establishments and institutions of higher education. Citrus College and Azusa Pacific University are major employers and their students and staff spend money in the City's retail stores, but perhaps their most important economic contribution can come in the form of education and training for local residents. Azusa Pacific University is active in continuing education, with campuses throughout Los Angeles County and elsewhere in southern California. Azusa's efforts to participate more fully in the knowledge-based regional economy, and to help its residents do so, can benefit from the University's programs in business, nursing, education, computer science, and other disciplines.

Manufacturing is still an Important Part of Azusa's Economy.
Industry, particularly light industry such as food processing, furniture manufacturing, printing and publishing, still accounts for a significant portion of the jobs in Azusa. Even some of the industries that have lost employment in recent years, such as metalworking, are far from "dead" and can find a way to compete, if on a smaller scale. The City should focus on helping these industries become more competitive by focusing on the requirements (in terms of building type, etc.) of the new style of production that they are adopting.

Care must be taken to deal with Potential Mismatch between the Skills of Azusa's Residents and the Requirements of the New Jobs in Azusa.
Increasingly, even jobs in the manufacturing sectors will require a high level of skills. The advantage is that industrial jobs will pay better than previously, but the disadvantage is that they will be harder to get and keep. The City must strike a balance between 1) encouraging the replacement of lower-wage, more traditional industries with newer activities; 2) upgrading the skills of Azusa's current residents; 3) attracting new, high-skill workers to Azusa; and 4) assisting existing industries to become more competitive.

Neighborhood Trends and Conditions
For analytical purposes Azusa was divided into 15 subareas to evaluate land use patterns and other similarities and differences among various

parts of the City. Based on the number of jobs and residents in each subarea, the two factors that determine basic land use patterns, these 15 subareas can be grouped into three larger areas. One area, located south of Interstate 210 and east of Lark Ellen Avenue/Vernon Avenue, is primarily residential in character. The second area includes a mix of residential and retail/service land uses extending north of Interstate 210 and east of Azusa Avenue, but straddling both sides of the Foothill Boulevard/Alosta Avenue corridor. The third area—composed of areas primarily west of Vernon Avenue south of Foothill Boulevard and the industrial areas north of Foothill Boulevard between San Gabriel and Vernon Avenues—also includes a significant proportion of the City's employment, as well as several residential neighborhoods. However, in this area the jobs tend to be industrial in character.

The primarily residential area has very few retail opportunities to serve local neighborhoods

With the exception of one neighborhood serving retail center located on Gladstone Street and a few convenience oriented stores on Azusa Avenue just south of Interstate 210, there are no places for people in this area to shop for groceries, drugs, or other goods and services without crossing Arrow Highway into Covina.

The Foothill Boulevard/Alosta Avenue corridor has good potential to support more intensive development, especially if combined with development opportunities at Monrovia Nursery

This area already supports the City's highest income households and most expensive single family homes. Additional development, including a mix of residential, office, and limited retail, could help to further enhance these values as well as provide new opportunities for office-based employment in Azusa. Future development at Monrovia Nursery could also be incorporated into this scheme by creating a mixed-use master plan for this site that could support office, retail and residential land uses. Further consideration should also be given to creating regional-serving retail on this site as well, since it may be the only place in Azusa big enough to support a large critical mass of new retail and entertainment uses.

Industrial areas on the City's western edge offer the opportunity to further strengthen Azusa's traditional employment base; however, special efforts may also be required to enhance the adjacent residential neighborhoods

Approximately 50 percent of the City's jobs are located in this area, representing primarily the manufacturing and distribution sectors. Over 60 percent of the jobs in start-up firms are also located in this area, showing that it has already been attracting newer companies to Azusa. The City should continue to build on this success by working with property owners to fix up and maintain their buildings as well as to assist marketing efforts aimed at attracting businesses in industries already growing rapidly elsewhere in the San Gabriel Valley but under-represented in Azusa. The residential neighborhoods in these subareas may also need further support from the City, as they command the lowest median single-family home prices.

Vision

Our industrial companies continue to set the pace for "tech-driven" manufacturing across a wide range of products. These businesses, along with warehousing and construction, employ more than 5,000 workers, providing a powerful engine of wealth creation and a crucial source of payroll prosperity to the San Gabriel Valley.

Despite Azusa's strong industrial base, our business image is hurt by the realities of declining retail strips, unkempt and vacant commercial buildings, overcrowded apartments, a lack of housing for middle and upper income families as well as perceptions of poor schools and crime. Azusa must market our advantages (freeway access, river and foothills, affordable power and water, competitive schools and safer neighborhoods) as well as upgrade housing, public services and the community's appearance to draw retail and commercial investment.

For Azusa residents, the overwhelming desire is to attract first-rate stores and shopping areas. Aside from COSTCO, Azusa's retail sector is behind the times. Azusa residents want to clean up the city's unsightly corridors and concentrate revived retail and civic uses in four thriving districts.

Azusa will offer a thriving and well-balanced business sector, linked to excellent schools, safe neighborhoods and quality housing opportunities. Drawing our distinctive demographic, geographic, historic, diverse cultural and economic assets (including outdoor attractions; reliable and affordable water and power; vibrant Hispanic heritage; historic Downtown; and Azusa Pacific University), Azusa will actively seek distinctive retailers, restaurants and other uses needed to revive Downtown and create a complementary University District. Azusa will continue to enhance the West End Industrial District as a job-rich center of industrial and tech-driven industry and commercial business that are globally competitive.

Economic Development Goals and Policies

GOAL

1 **BUILD AND MAINTAIN A STRONG, DIVERS-VERSE ECONOMY IN AZUSA.**

POLICIES

1.1 Continuously monitor strategic opportunities and measure Azusa's competitiveness within the regional economy. (EC1)

1.2 Maintain a "business climate" in Azusa that communicates the city's support for business. (EC4)

1.3 Ensure that land is available to support a variety of business types and a range of jobs. (EC1, EC3, EC6, and EC8)

1.4 Develop strategies to use land resources efficiently. (EC2, EC4, EC6, and EC8)

1.5 Provide high-quality, flexible commercial spaces at a competitive price. (EC1 and EC6)

1.6 Maintain appropriate infrastructure for moving goods, people, and information. This includes roads, transit, and data infrastructure such as fiber optic connections. (EC1 and EC7)

1.7 Build on the city's amenities and assets, including Downtown, the housing stock, and the future Gold Line station. (EC3, EC7, and EC8)

1.8 Strengthen the city's diverse and competitive labor force to attract a range of businesses. (EC1, EC5, and EC8)

GOAL

2 MAINTAIN AND INCREASE THE SECTORAL DIVERSITY OF AZUSA'S ECONOMY AND AZUSA'S ABILITY TO SUPPORT A DIVERSE SET OF USES THAT EVOLVES OVER TIME.

POLICIES

2.1 Establish distinct "employment districts," each with a clear identity and function reinforced through zoning, design guidelines and typological coding, streetscape improvements, and appropriate infrastructure. (EC2)

2.2 Actively recruit businesses that help Azusa maintain its sectoral diversity as well as meeting other social and economic objectives. (EC1 and EC4)

GOAL

3 ENSURE THE OCCUPATIONAL DIVERSITY OF AZUSA'S JOB BASE.

POLICIES

3.1 Explicitly take into account the occupational structure of industries, firms, or facilities targeted for attraction to the city to ensure they support this goal. (EC1 and EC4)

3.2 Offer a broad mix of housing choices to support a diverse resident workforce. (EC8)

GOAL

4 CREATE A HIGH QUALITY EMPLOYMENT ENVIRONMENT FOR AZUSA RESIDENTS.

POLICIES

4.1 Support the creation of high-quality jobs for relatively low skill levels. (EC1 and EC4)

4.2 Ensure that economic development activities (business attraction and retention, incentives, etc.) are based on up-to-date information about the types of jobs created and their match with the skill levels of Azusa residents. (EC1 and EC4)

GOAL

5 HELP AZUSA'S RESIDENTS MORE FULLY PARTICIPATE IN THE ECONOMY.

POLICY

5.1 Support comprehensive, targeted job training in conjunction with local employers and schools. (EC5)

GOAL

6 SUPPORT LOCAL ENTREPRENEURSHIP.

POLICIES

6.1 Create city programs to help connect potential entrepreneurs with the services and support they need to find real estate, obtain capital, and make their business succeed. (EC4)

6.2 Give Azusa residents priority access to city-sponsored business development programs. (EC4)

GOAL

7 HELP AZUSA'S BUSINESSES.

POLICIES

7.1 Serve as an intermediary between local firms and organizations that provide technical and other assistance. (EC4)

7.2 Ensure appropriate infrastructure and access to that infrastructure for firms that can pursue competitive strategies.

GOAL

8 HOUSING OPPORTUNITIES

POLICY

8.1 Work to ensure a range of housing opportunities for Azusa residents of all ages, incomes, and family structures. (EC8)

GOAL

9 CREATE A DIVERSE AND BALANCED REVENUE BASE WITH LONG-TERM VALUE, AVOIDING EXCESS RELIANCE ON A SINGLE REVENUE SOURCE.

POLICIES

9.1 Build a high-quality retail base that can hold value over time and adapt to changing circumstances. (EC1 and EC3)

9.2 Promote in a housing stock that will appreciate in value over time. (EC8)

9.3 Promote business development that can support the city's property tax base, generate business-to-business sales taxes, and enhance Azusa's economic health and quality of life. (EC1 and EC4)

9.4 Avoid the "fiscalization" of land use (that is, the evaluation of land use based strictly on the financial benefit it can bring to a community). (EC1)

GOAL

10 STRENGTHEN THE RETAIL AND COMMERCIAL BASE.

POLICIES

10.1 Address key gaps in retail and commercial services. (EC3)

10.2 Promote Azusa's competitiveness at the regional or sub-regional level in key strategic retail niches. (EC1, EC3, and EC7)

10.3 Target and tap into the main customer bases more directly. Make Azusa into a destination retail site for the sub-region's population. (EC3)

10.4 Enhance the identity of the city's principal retail and commercial nodes. (EC3 and EC7)

10.5 Attract retail investment by making a commitment to ensuring high-quality public amenities in the retail districts, including high-quality streetscapes. (EC3 and EC7)

GOAL

11 CREATE A UNIQUE PLACE WITH HIGH QUALITY OF LIFE FOR ALL ITS RESIDENTS.

POLICIES

11.1 Promote quality of life for its own sake as well as making it part of an economic development strategy. Coordinate carefully with the other elements of the General Plan that address such key features of Azusa's physical setting such as the natural environment. (EC2, EC3, EC7, and EC8)

11.2 Build long-term value in the community. (EC2, EC3, EC6, EC7, and EC8)

11.3 Connect housing development and residential quality to all aspects of the economic development strategy. (EC1 and EC8)

11.4 Invest in community amenities such as parks, community centers, cultural centers, etc. (EC7)

11.5 Create unique, high-quality residential and retail environments, ensuring they are inclusive of the whole range of Azusa's population. (EC3 and EC8)

Economic Development Implementation Programs

EC1 ECONOMIC MONITORING AND ANALYSIS PROGRAM

The Economic Monitoring and Analysis Program will promote a sophisticated and up-to-date understanding of the economic context in which Azusa operates and the city's performance within that context. This information will help decision-makers and the public make informed choices about how best to use the city's resources. The program should involve the business community and members of the public as well as city staff and officials, and the information developed under its auspices should be used to inform the programs below, especially the Employment District Program, the Commercial Real Estate Program, the Community Investments Program, the Business Support Program, and the Job Training Program.

Local Monitoring

- Develop indicators for Azusa to track the city's progress and evolution in key areas such as income and equity; housing quality, affordability, and development; employment composition and quality; retail sales; quality of life as defined by residents, and so on. Indicators should measure standard economic considerations as well as broader measures of quality of life and environmental health. When possible, compare these indicators to other cities and to the region and subregion.

- Monitor the city's land supply to identify areas that could be suited for redevelopment or a different use, with or without significant public intervention. This includes the potential reuse of major heavy industrial sites in the city, including the quarries and the landfill.

- Study the impact on property values of existing and potential industries and real estate.

- Develop a comprehensive set of criteria for making land use decisions, of which fiscal impact is only one.

- Use information on skill levels, wages, housing types, and housing prices to inform the activities of the Housing Improvement Program in order to ensure an adequate match between Azusa's jobs and its housing stock.

- Monitor retail performance overall and the extent to which the city's retail supply is serving the needs of all segments of its population. Identify key gaps in retail supply.

- Research the retail preferences of key potential customer bases: Azusa residents, APU students, local employees, the regional Hispanic population, and visitors to the San Gabriel mountains.

Regional Monitoring

- Implement continuous monitoring of economic trends in the Los Angeles metropolitan area as a whole and the San Gabriel Valley, including sectoral trends, key industry clusters, demographics, housing, retail trends, and infrastructure development.

- Study and track the skills requirements and wages of jobs in the region's industries and the skill levels of Azusa's resident workforce. This information can be used to help determine which industries to target for recruitment and to help develop Azusa's job training programs.

- Stay abreast of the changing needs of the region's industries, particularly those considered desirable target industries for Azusa. Keep informed about their real estate needs, infrastructure requirements, and site selection criteria.

- Monitor regional infrastructure investments, both those confined to other cities and those which affect various cities or the region as a whole, such as the light rail project.

- Identify key strategic retail niches in which Azusa can compete at the regional or sub-regional level, as has already been done for Downtown.

- Keep track of opportunities to participate in regional initiatives and to coordinate with other cities in the region and subregion.

EC 2 EMPLOYMENT DISTRICT PROGRAM

The Employment District Program will support the goal of maintaining a diverse economy by ensuring that there is sufficient land and adequate supporting infrastructure available for a diverse and shifting array of desirable industries. Employment districts can be established in existing employment areas, e.g. West End Industrial District or in Downtown, and the concept can be used to help plan and regulate land use and development in other areas, such as the Monrovia Nursery site. The exact number, size, and configuration of the employment districts will depend on city decisions about the details of its economic development goals. However, in general there will be at least two different types of districts:

1. Employment types that are almost always incompatible with residential development, high-end office development, and pedestrian-oriented specialty retail and that should be separated from those uses using relatively exclusive land use/zoning controls (plus coding where applicable). These include:

   - Manufacturing and other industry, including warehousing and distribution.

   - Quarries, to the extent that these are economically viable.

   - Research and development/flex users such as biotech that are incompatible with residential and/or office uses.

   In most cases these uses are compatible with big-box retail such as the Costco in the western part of Azusa. There may be reasons to subdivide this group, for example, to separate uses like biotech from warehousing and manufacturing space.

2. Employment types that can mix with other uses in districts regulated by typological coding alone:
   - Most R&D/flex users other than biotech.
   - Office-based users of all sizes.
   - Institutional and educational users.
   - Retail districts, both local serving (e.g. downtown) and regional.

While these users are generally compatible with one another, it is probably desirable to separate some of them. For example, large-scale office development is probably not desirable in the Downtown retail core.

Employment District Planning

- Establish employment districts with appropriate land use/building controls. New Urbanist typological building coding principles can be used in place of traditional zoning in some parts of the city where a mix of compatible uses is desired. However, typological coding alone may not suffice to create zones intended to accommodate activities not compatible with other types of development. In some cases, zoning should be used in conjunction with coding to prevent the encroachment of incompatible uses into employment districts.

- Develop short-, medium-, and long-term visions for employment districts. These visions should be based on analysis of regional trends and local needs and assets. Some types of industries may not view Azusa as a desirable location in the short term, but with proper incremental investments, development and/or redevelopment this may change in the future. At the same time, industries viable now may become less so in the future, and a vision for future development should be in place.

- Plan appropriate infrastructure and commercial real estate for each employment district. These efforts should be conducted under the auspices of the Community Investments Program and the Commercial Real Estate Program, respectively. Use the information gathered under the Economic Monitoring and Analysis Program to inform these other programs.

- Encourage efficient use of land through compact development, high densities, reduced parking ratios (with effective alternatives), and proper incentives for redeveloping underutilized land. Users that are amenity sensitive, operate at relatively high densities, and are most likely to make use of transit infrastructure should be accommodated in the vicinity of the future Gold Line station and Downtown.

- Develop and implement design standards for each employment district to encourage the development of high quality buildings and create an attractive environment for firms.

Employment District Implementation

- Study the creation of assessment districts to fund lighting, streetscaping, and other key infrastructure and amenities in the employment districts as described under the Community Investments Program.

EC 3 RETAIL DEVELOPMENT PROGRAM

The retail development program should aim to enhance key retail nodes and attract additional retail establishments with three main ends: to ensure that there is sufficient and adequate retail development in Azusa to serve the population; to promote retail development as a way of improving the city's tax base; and to support the goal of creating a unique place with a high quality of life.

Retail District Planning

- Create a plan for each of the city's retail districts. On the basis of the current and potential future market and the niches identified in Program EC1 specify the identity of each district and the type of retail it will attempt to attract. Determine the physical improvements needed and coordinate with the Community Investments Program to ensure that improvements are carried out in a coordinated fashion.

- Develop strategies to fill key gaps in retail supply identified in Program EC1.

- Develop and implement design standards for each retail district to encourage the development of high-quality buildings and create an attractive environment for firms.

- Continue using the facade improvement program to help business owners upgrade their storefronts.

- Continue to support the unique nature and primacy of Azusa's downtown. Put special emphasis on making Downtown into a unique, transit-oriented, pedestrian-friendly retail area that serves Azusa residents, employees of local businesses, and the University population while also drawing customers from outside the city.

Retail District Implementation

- Study the creation of assessment districts and business improvement districts to fund lighting, landscaping, streetscaping, and other amenities in the retail districts.

- Work with business owners to collectively market Azusa's retail districts, especially Downtown, to city residents and the rest of the sub-region. Tailor marketing efforts to the key potential customer bases named above, and any others that are identified. Focus on projecting a unique identity for each of the city's retail areas.

EC 4 BUSINESS DEVELOPMENT PROGRAM

This program is intended to build Azusa's employment base over the long term with a diverse group of industries, including highly flexible and technologically oriented manufacturing, that provide jobs for a wide range of skill levels. The program should support three different facets of business development: recruitment, entrepreneurship, and business support. That is, it should attract businesses to Azusa, help Azusans start businesses, and help all local businesses—whether new or existing—succeed.

Business Recruitment

- Target industries on the basis of their contribution to the city's broad economic development agenda. For example, the city should target businesses and industries that are growing regionally and that provide high-quality jobs for lower skill levels and that provide opportunities for advancement through work experience. Factors such as employment density should also be taken into account in order to ensure that the city's land and building resources are used efficiently.

- Tie business recruitment efforts to the short-, medium-, and long-term visions developed for Azusa's employment districts.

- Coordinate recruitment efforts with the understanding of trends in the regional economy and successful regional industry clusters developed in Program EC1.

- Emphasize Azusa Light and Water's competitive utility rates as a benefit for firms that locate in the city.

- Forge competitive strategies that build on fixed institutions such as educational institutions and existing major employers/business clusters.

Business Permitting

- Ensure that the permitting process is transparent, streamlined, and efficient. Delays and uncertainty regarding how to obtain the necessary permits for establishing a business or developing property can deter potential investors.

Business Support and Entrepreneurship

- Help connect local suppliers with local and regional customers. Some of Azusa's major employers, such as Azusa Pacific

University, might be able to purchase more goods and services locally. The city could encourage them to do so, or if appropriate suppliers do not exist, it could make the opportunities clear and support efforts to establish local businesses that can meet those needs.

- Assist businesses in making connections with various regional and statewide resources that provide financial and technical assistance.
- Continue to organize frequent formal and informal contact between businesses and city officials, including regular "business round tables." The city already does this through its small business network lunches and CEO lunches. These meetings should aim to help the city understand what is right about the city's business environment and what needs improvement. They can also provide an opportunity for business leaders to learn about strategies for pursuing flexible specialization and other "high-road" production techniques and provide opportunities for networking.
- Tap into Azusa's resident entrepreneurial base and give Azusa residents the support they need to start a business and make that business succeed. Among other things, the city could study the possibility of teaming up with the private sector to create small business incubators for Azusa residents. Such incubators could be available for industrial, office-based, and retail businesses and could be located in the appropriate employment districts and retail areas.

EC5 WORKFORCE DEVELOPMENT PROGRAM

The goal of the Workforce Development Program is to strengthen Azusa's workforce through education and training efforts, as well as by helping to ensure that business development efforts, housing development, and so on all work in tandem with job training and other workforce development activities to increase economic opportunities for Azusa residents. The program should actively involve schools, businesses, unions, Citrus College, Azusa Pacific University, and the public, as well as the city government.

Education and Job Training

- Education is not directly covered by a city's General Plan and it is, of course, primarily under the control of the school district rather than city departments. However, city agencies could play a role in bringing together schools, city government, businesses, and the public at large to discuss ways of ensuring high-quality education for all children and ways to use the public schools more effectively as resources in preparing a skilled and educated labor force.
- Work with the Azusa Unified School District to create job-training programs based on existing businesses and target industries.
- Work closely with businesses and unions to ensure efficacy of training programs.
- Work with childcare agencies and providers to ensure that adequate opportunities exist to obtain high quality, affordable childcare to allow all interested residents to participate in training and employment opportunities.

Workforce Attraction

In addition to assisting the current workforce to upgrade its skills, the city should make efforts to attract more residents with high skill levels. Although this goal will be achieved primarily through appropriate residential development, it should be coordinated with the overall workforce development program.

EC 6 COMMERCIAL REAL ESTATE PROGRAM

The Commercial Real Estate Program will help ensure that Azusa's stock of commercial real estate is adequate for the city to meet its employment development goals. This involves ensuring adequate quantity, quality, and building types for target industries, as well as matching the evolution of the commercial real estate stock to visions for economic development in the short and long terms. The city should encourage efficient use of land through relatively compact and high-density commercial development. This program should involve a range of city departments, including Community Development, Economic Development/ Redevelopment, and Azusa Light and Water.

Commercial Real Estate Planning

- Tie the Commercial Real Estate Program to the short-, medium-, and long-term visions for Azusa's employment districts and, through them, to its broader economic development goals. The city should determine the real estate types that will be necessary to bring those visions to fruition and identify appropriate building types for each employment district.

- Plan for building types and densities that will support the preferred long-term vision for each employment district (e.g. redevelopment, adaptive reuse, or ongoing reinvestment in existing buildings) as well as accommodating the desired industries.

- Plan future development to ensure that the city's real estate stock can support the attraction, retention, and growth of increasingly sophisticated industries, including advanced manufacturing, R&D, high tech, and life sciences/biotech.

- Encourage flexible real estate that can accommodate a changing array of businesses. Certain building types are more adaptable than others and can more readily accommodate a range of different users.

- Capitalize on the future light rail by ensuring that the commercial real estate products most likely to house amenity-sensitive users attracted to transit are concentrated in the vicinity of the station.

- Establish and strengthen relationships with respected commercial developers that cannot only help the city formulate its economic development strategy but also can provide the appropriate real estate.

- Create programs to encourage developers to incorporate energy-saving features and other aspects of green building design into their products.

Commercial Real Estate Permitting

- Ensure that the permitting process is transparent, streamlined, and efficient. Delays and uncertainty regarding how to obtain the necessary permits for establishing a business or developing property can deter potential investors.

- Provide clear information—in print and on the city's website—explaining the process and detailing the average time to complete different steps. Businesses and developers should know exactly what to expect in Azusa, the process should be clear and transparent, and relevant information should be easily accessible. The city can also provide a link to the CalGOLD database of information on business permit, license and registration requirements from all levels of government at *www.calgold.ca.gov.*

- Consider implementing fast track permitting for qualifying projects. While a streamlined permitting process benefits all projects, many cities and counties use fast-track permitting to expedite those projects that meet certain criteria such as average wages of new jobs created, minimum total investment in new real estate, creation of a certain level of additional taxable sales, and export oriented status. Usually a city staff person is assigned to personally help usher the project through the necessary approvals. In some cases a team consisting of representatives of all relevant city departments and agencies is charged with overseeing the project. All representatives have the authority to grant approval so they do not need to seek authorization from their department.

- Ensure that inspectors and staff are well trained to deal with specific building types, such as buildings involving hazardous materials handling, and innovative building types such as green buildings.

Commercial Real Estate Implementation

- Encourage the upgrading of commercial areas through appropriate zoning and planning as well as public investments. Upgrading includes redevelopment of underutilized land and buildings to accommodate higher densities (and therefore more efficient use of the city's limited land resources) as well as the gradual provision of higher-quality real estate products.

- Use redevelopment powers selectively to encourage commercial investment and upgrading. This can include infrastructure investments, land assembly, and other standard tools.

EC7 COMMUNITY INVESTMENTS PROGRAM

The Community Investments Program should focus on providing both basic infrastructure and community amenities such as parks. The program should involve city departments such as Community Development and Economic Development, the City Council/Redevelopment Agency, Azusa Light and Water, and businesses and community members. The program should embody a recognition that infrastructure is more than just a dull but necessary part of a city's activities. Modern, adaptable, high-quality infrastructure and community amenities constitute a critical investment in quality of life and long-term economic stability and a key opportunity to shape the city's identity and future.

Community Investments Planning

- Collect up-to-date information on the infrastructure needs of the city's primary economic sectors and the industries the city wants to target.

- Develop a system for rating Azusa's infrastructure assets in comparison to those of other cities in the area and use this information to formulate targeted investment decisions.

- Continually monitor and, when necessary, repair or upgrade infrastructure systems to ensure their adequacy for meeting the requirements of a full range of existing and potential users.

- Plan for ways to capitalize on planned future infrastructure such as the Gold Line and the fiber optic cables that may use the same right of way. Evaluate how the benefits of transit infrastructure can be leveraged through transit-oriented development. What types of businesses will be attracted to rail infrastructure and fiber-optic systems.

Community Investments Implementation

- Prioritize infrastructure investments based on the match between infrastructure and target sectors and Azusa's competitive position vis-à-vis its neighbors.
- Study the possibility of creating assessment districts to facilitate investment in lighting, streetscaping, and other amenities.
- Study the possibility of creating business improvement districts (BIDs) and property-based business improvement districts (PBIDs) to facilitate community investments.
- Build on the city's recent success in planting new street trees to continue to make incremental improvements to the city's appearance and amenity level.
- Ensure that all new residential development includes the creation or improvement of neighborhood amenities such as parks.
- As funding becomes available, continue to make investments in major community amenities such as theaters, community centers, and public art.

EC8 RESIDENTIAL IMPROVEMENT PROGRAM

The Residential Improvement Program encompasses many of the actions necessary to create a high-quality residential environment that can increase quality of life for Azusa's current residents, help the city create lasting property values, attract new residents, and further the city's larger economic development agenda by helping with business attraction and promoting efficient use of land. Coordination of all city actions related directly and indirectly to housing is particularly important given that Azusa has no separate housing department but rather manages various housing-related activities through Economic Development/Redevelopment and other city agencies.

Residential Improvement Planning

- Tie residential development goals and amenity goals to the economic development strategy in order to ensure that they support one another.
- Plan a variety of housing types to serve different income levels, family structures, and market preferences. Students, families, retirees, and young professionals are all part of the demographic mix in Azusa, as are both "blue collar" and "white collar" workers. Apartments, condominiums, townhouses, and detached single-family homes should all be part of the mix of housing types. In some areas, such as Downtown, in the University District, and near the light rail station, housing can be closely integrated with other uses—primarily office and retail—in mixed-use development. Elsewhere, the residential character of neighborhoods can be preserved while still maintaining and creating a range of housing types.
- Plan for housing that is of high quality and unique character and that can hold its value over time. Encourage developers to emphasize quality and character over size, to pursue innovative designs, and to incorporate variety into their projects. A number of projects around the state have demonstrated that buyers are willing to exchange size for quality and a good location, e.g. near transit and services. As Azusa's housing market devel-

ops, the city should continue to raise its standards.

- Promote the development of higher-end housing to attract a larger base of highly skilled employees that can serve as a draw for firms. Tie housing development planning to economic development efforts to ensure an adequate match of job types and housing types.

- Take care to ensure that higher-end housing is not isolated from the rest of the community in enclaves. It should be integrated into the fabric of the city and housing of different types and price levels should be mixed together. There are examples of new housing developments in other cities that have done this successfully.

- Whenever possible, encourage compact development of housing in order to use land more efficiently.

- Ensure that new housing development is connected to provision of increased amenities to serve the new population. The value of housing is enhanced when it is well served by retail, public services, and amenities such as parks.

- Over time, encourage builders to incorporate energy-efficient features and other green building practices into new and renovated housing.

Affordable Housing

- Continue to support housing for all income levels by maintaining and expanding the city's supply of affordable housing.

- Support home ownership programs that allow low- and moderate-income renters to purchase their homes.

- Consider the creation of a community land trust to purchase properties before land and housing values increase too much.

Residential Improvement Implementation

- Encourage continuous investment in the housing stock in order to maintain its quality and avoid deterioration. Use tools such as code enforcement, assistance with code compliance, city loan programs, and assistance applying for funds from programs such as HUD's 203(k) program.

Projects that could realistically be completed in the next five years

1. Establish the "employment districts".
2. Develop the indicators that will help to track the city's progress in key areas such as income and equity; housing quality, affordability, and development; employment composition and quality; retail sales; and quality of life as defined by residents.
3. Create a plan for each of the city's retail districts determining the character and any physical improvements.
4. Print and post on the City's website detailed instructions and descriptions of the permitting process. The city can also provide a link to the CalGOLD database of information on business permit, license and registration requirements from all levels of government at *www.calgold.ca.gov.*

Economic Development Implementation Matrix

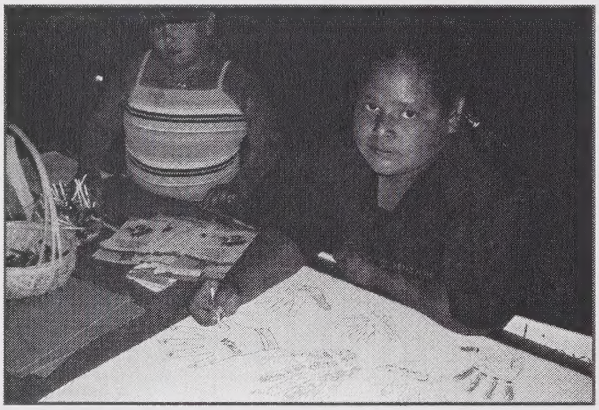
		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
EC1	Economic Monitoring and Analysis Program		●	●												●			●						2009
EC2	Employment District Program		●	●												●									2006
EC3	Retail Development Program			●													●		●						2006
EC4	Business Development Program		●	●												●			●						2006
EC5	Workforce Development Program	●													●						●				Ongoing
EC6	Commercial Real Estate Program		●	●												●									Ongoing
EC7	Community Investments Program		●	●						●						●									Ongoing
EC8	Residential Improvement Program		●	●												●									Ongoing

Public Services

Introduction

A Family Community

Strong families are the foundation of a healthy community. Azusa has a rich tradition of families loyal to the community over several generations and continues to welcome new families seeking a better life. Our fabric of schools, churches, civic groups, and neighborhoods provides a caring and wholesome community setting.



Yet, while serious crime has been cut in half during the 1990s, areas of poverty and gang activity keep many struggling families from the security and opportunity that would allow them to help themselves. Improving these neglected neighborhoods and reaching out to the often isolated families that live there can improve public safety and provide individuals and families improved to health care, jobs, recreation, and self-sufficiency.

Lifelong Learning

As the 21st century promises to be the "age of information," Azusa's future prosperity and quality of life are directly linked to raising educational standards and creating a pervasive climate for learning. An active emphasis on "learning" is the gateway to promoting "earning" -- and the pursuit of the American Dream by all Azusa's diverse residents.

The public schools are the linchpin of such a strategy, with the goal of consistent improvement. This progress is already apparent in our elementary schools, but lags in upper grades. Embracing an active and ambitious partnership with Azusa Pacific University, Citrus College and other nearby institutions of higher learning can set the tone for a community-wide commitment to the value of lifelong learning.

Statutory Requirements

The Government Code requires the discussion of law enforcement and fire protection as part of a "Safety Element". This General Plan extracts the components of a Safety Element and discusses, police, and fire services in its own element, the Public Services Element. In addition to these subjects, this Public Services Element also discusses emergency medical services, libraries, and schools.

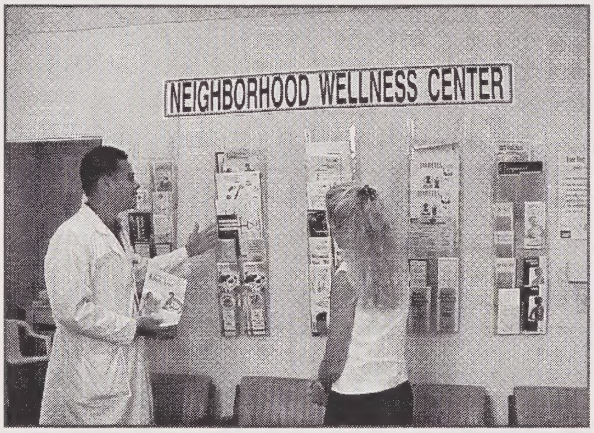
Public Services Big Ideas

The Big Ideas for the Public Services Element are:

- Strengthen partnerships among the City, School District, business, neighborhood and civic groups.
- Practice "Community-Oriented Policing".
- Enhance community empowerment and self-help through active organizing efforts among homeowners and tenants in each of the city's neighborhoods.
- Establish a "family resource" center and network to tie families in need to active assistance from public social services and local faith and benevolent organizations, as well as promoting ready access to resources like parenting classes, job training and youth programs.
- Promote "diversity, inclusion and civic peace," in every neighborhood, with particular emphasis on youth, spearheaded by the work of the Human Relations Commission.
- Broaden traditional health, recreation, and nutrition services offered through the Senior Cen-

ter to meet the changing needs of the next generation of older residents.

- Maintain vital health and wellness services through public/private partnerships operating the Azusa Health Center.
- Build a new library for the 21st century that will be an active center for lifelong family learning.



Public Services Existing Conditions

Police

The Azusa Police Department operates centrally from the main facility at 725 North Alameda Avenue (Figure EC-1). This facility was upgraded in March 1999 and expanded to house a total personnel of 146 sworn and nonsworn officers, equipment, and related needs. The space is considered adequate to accommodate a projected citywide build-out population of approximately 63,500 persons.

The sworn officer to population ratio is approximately 1.27 sworn officers for each 1,000 residents. This ratio is nearly at the City's target ratio of 1.30 officers/1,000 residents. Current staffing levels, facilities, and level of service are considered adequate for the current population.

PLANNING ISSUES:

- An increase in population can decrease the sworn officer to population ratio below what the Police Department is targeting. New development will require additional police services.
- Expanding the "Community Policing" concept and approach to community safety requires leveraging resources and City departments working closely with each other.

Fire Protection

The City contracts with the Los Angeles County Fire Department (LACFD) for fire protection services, including fire, rescue, and hazardous materials. The City is serviced by Fire Station Number 97, located at located at 18546 E. Sierra Madre Avenue, and Fire Station Number 32, located on 605 North Angeleno Avenue (See Figure EC-1). Station 97 has one engine company and one patrol unit and is staffed with four fire personnel. Current equipment and staffing are adequate to serve existing development within Station No. 97's service area. Station 32 has two engine companies (one on reserve), one emergency medical service, one water tender, one utility truck, one unmanned Urban Search and Rescue trailer, and two patrol units. Current equipment and staffing are adequate to serve existing development within Station No. 32's service area.

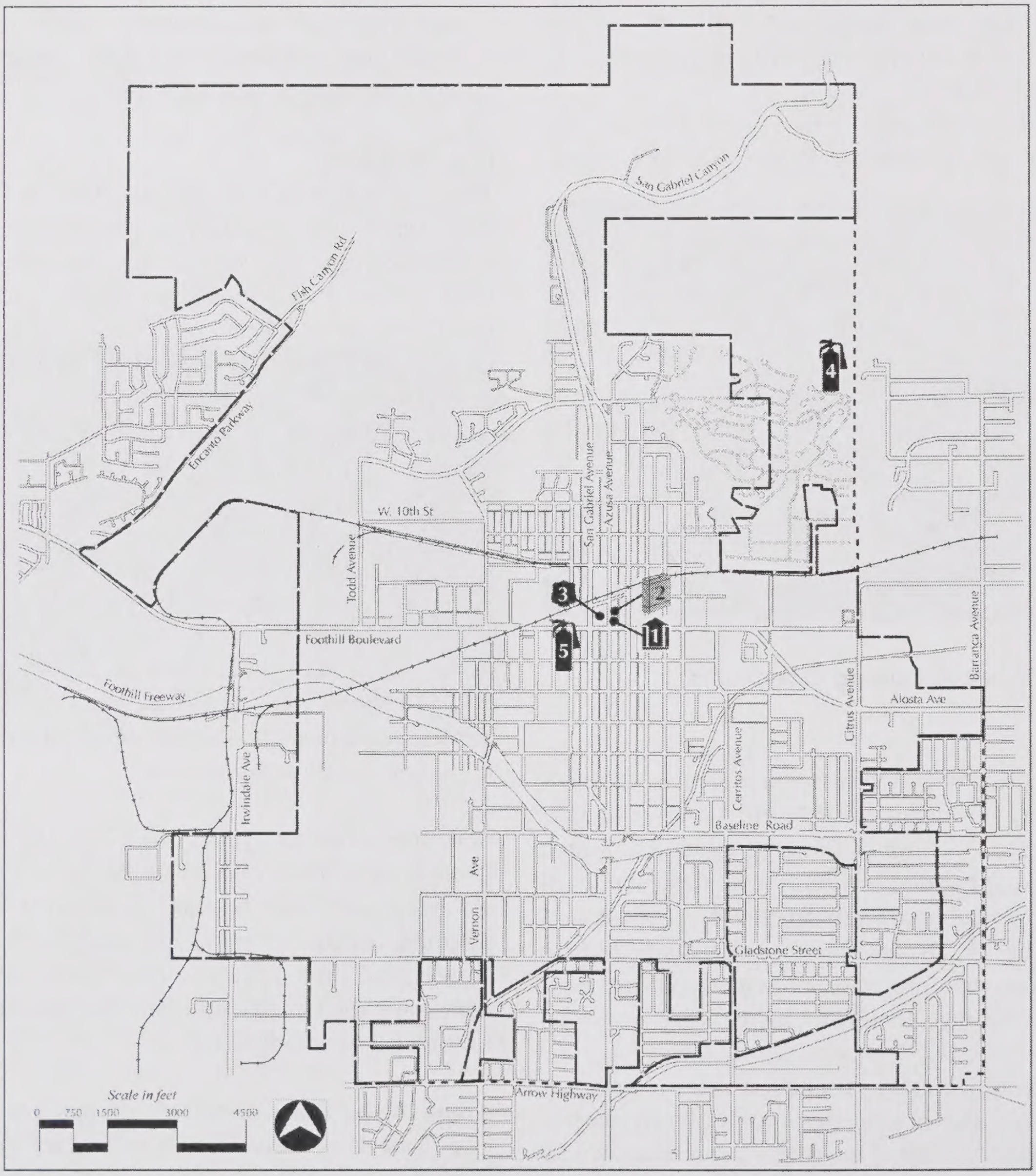
Both the Forest Division of the LACFD and the United States Forest Service (USFS), in a mutual aid agreement, can respond to a forest fire depending on the severity and complexity of an emergency. Both agencies have indicated they have personnel and equipment that are adequate to respond to emergencies.

Areas in the San Gabriel Mountains are within Fire Zone 4, or Very High Fire Hazard Severity Zone.

New development and an increase in population will require additional fire services and facilities.

Emergency Medical Service

The Los Angeles County Fire Department provides paramedic services to the City of Azusa.


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Vernon Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Gladstone Street
Arrow Highway
1
2
3
4
5
Scale in feet
0 750 1500 3000 4500

LEGEND:

——— City of Azusa Boundary

- - - - - - Sphere of Influence Boundary

1. City Hall
2. Library
3. Police Department
4. Fire Department Station No. 97
5. Fire Department and EMS Station No. 32

Public Services

GENERAL PLAN UPDATE

FIGURE EC-1

Paramedic units are located at Station No. 32 in Azusa at 605 North Angeleno Avenue and Station No. 151 in Glendora at 231 West Mountain View Avenue.

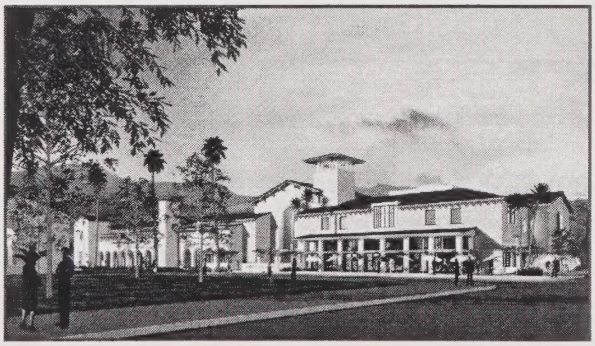
Three area hospitals, Foothill Presbyterian, Huntington East Valley Hospital, and Citrus Valley Medical Center Inter-Community Campus, serve the Azusa area from locations in Glendora and Covina. The closest trauma centers are Huntington Memorial Hospital in Pasadena and Los Angeles County/USC Medical Center in Los Angeles.

Development within the City and its Sphere of Influence, if substantial, would increase the demand for paramedic services.

Library

The City operates its own public library program from a single facility located at 729 North Dalton Avenue (See Figure EC-1). The City Library was built in 1959 and has not been expanded since. The building is 18,000 square feet and has over 104,000 books, with 2.2 volumes per capita. The number of books is 0.8 to 2.8 volumes per capita below recommended guidelines. In addition, many of the books are outdated and in need of replacement. The library also provides passport, literacy, and youth services.

Due to budget constraints, the library is currently understaffed, lacks modern equipment, and new hardware technology to adequately serve City residents.



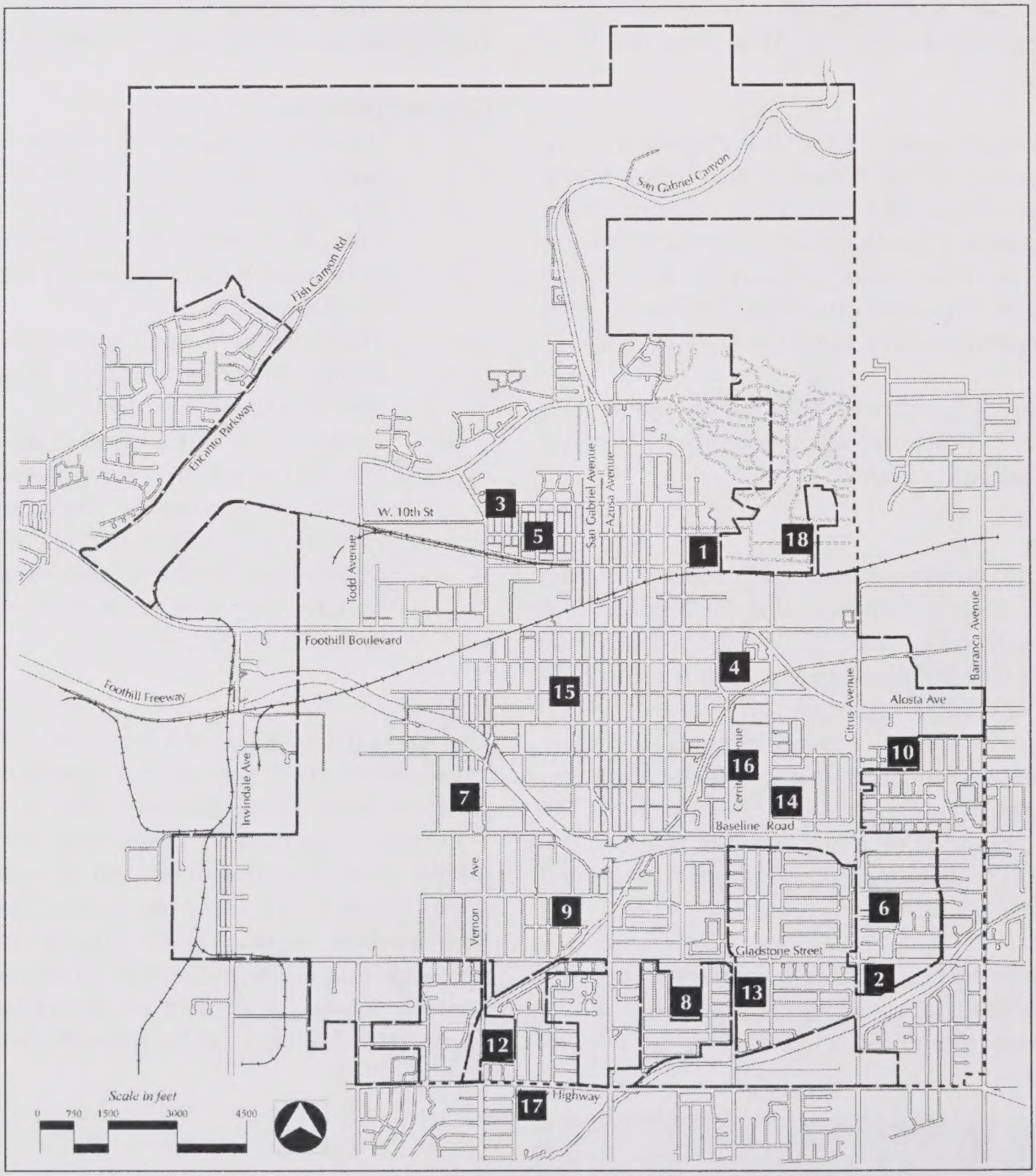
Planning for new library facilities is underway, however, State funding will be necessary and an application for such funding is currently pending.

Planning Issues are:

- Population growth and increasing demand for library space and resources have strained the capacity of the Azusa City Library to the point where no space is available for any expansion to accommodate demand.
- The library is currently understaffed and lacking financial funds to adequately serve the Azusa residents.
- The library lacks modern equipment and new hardware technology needed to provide the services the City demands.
- Planning for modernizing and expanding of library facilities is underway; however, funding sources for those activities has not been secured.

Schools

The Azusa Unified School District (AUSD) provides public school education to grades kindergarten through 12 for students living in Azusa. The District operates 12 elementary schools, 3 middle schools, 3 high schools, and one adult program (Figure EC-2). There are nearly 12,000 students currently enrolled in the Azusa schools. All schools within the AUSD, except for Azusa High School, are near, at, or over maximum capacity. Azusa High School is under capacity. (See Table EC-1).


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Citrus Avenue
Barranca Avenue
Alosta Ave
Center Avenue
Baseline Road
Vernon Ave
Gladstone Street
Highway
1
2
3
4
5
6
7
8
9
10
12
13
14
15
16
17
18
Scale in feet
0
750
1500
3000
4500

LEGEND:
■ School Location
—— City of Azusa Boundary
- - - - Sphere of Influence Boundary

Elementary Schools
1. Henry Dalton School
2. Gladstone Street School
3. Victor Hodge School
4. Charles Lee School
5. Longfellow School
6. Magnolia School
7. Mountain View School
8. Clifford Murray School
9. Paramount School
10. W.R. Powell School
11. Valleydale

Middle Schools
12. Center Middle School
13. Foothill Middle School
14. Slauson Middle School

High Schools
15. Azusa High School
16. Gladstone High School
17. Sierra High School

Proposed
18. K-8 School Site

Schools

GENERAL PLAN UPDATE

FIGURE EC-2

Table EC-1
Azusa Unified School District
Enrollment Projections for Year 2002/2003

Grade	Current Capacity	Enrollment Projection Year 2002/2003	Projected Over Capacity
K-5	5,925	6,963	1,038
6-8	2,550	2,931	381
9-12	2,912	2,959	47

Source: Azusa Unified School District, 1999
Enrollment projections for the AUSD were prepared, as a part of a district-wide planning study to identify existing and future facilities needs. The enrollment projections for the 2002-2003 school year exceed current school capacity by approximately 1,400 students as shown.

AZUSA HIGH
AZTECS

In order to meet the physical needs of its students, AUSD plans for one new permanent K-8 school facility that will accommodate from 600-1,200 new students. AUSD plans to address middle school capacity shortfalls with portable classrooms placed at existing school sites.

PLANNING ISSUES ARE:

- According to enrollment projections, capacity shortages will continue.
- AUSD currently does not have the funds nor does it qualify for State school funding to adequately provide the necessary space to house all students and to reduce the size of students per class.
- Any major residential developments may increase the opportunity for AUSD to qualify for State funding.
- Several new housing developments in the City of Azusa have been recently approved, which will increase enrollment levels.

Vision

We will sustain our human connections with active support for the environments and institutions that strengthen family life and individual character and responsibility. By promoting the spirit of "don't move -- improve" in every neighborhood, homeowners and renters will share a renewed community pride. Seniors, working adults and youth will be fully engaged in the life of their community. A rich network of religious and civic organizations, working closely with city government, the Police, and the Human Relations Commission will strengthen the civic habits that nurture community feeling and public safety.

"Learning for all" will become the core mission of the community with educational opportunities promoted to all residents from pre-school to post-graduates. Parents clamor to move to Azusa, in part, because they are confident their children will be able to receive a good education. With a well-educated and highly trained work force, the city has no difficulty supporting local companies or attracting new business.

Public Services Goals and Policies

Police

GOAL

1 **PROTECT THE COMMUNITY FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME, AND PROVIDE OTHER NECESSARY SERVICES WITHIN THE CITY.**

POLICIES

1.1 Maintain personnel and facilities in the City's Police Department necessary to provide the best response time feasible. (PS1)

1.2 Ensure that police services are maintained through a periodic condition and needs assessment of department services, facilities, and personnel. (PS1)

1.3 Require development projects contribute fees based on their proportional impact and demand for new resources, in accordance with State Nexus legislation. (PS3)

1.4 Identify streets and intersections that are prone to congestion, thereby impeding emergency response times, and pursue mitigation to the greatest extent feasible. (PS1)

1.5 Support community-based crime prevention efforts through:
- Coordinating existing programs including but not limited to the Neighborhood Improvement Zones (NIZ) program;
- Assisting the formation of neighborhood groups;
- Regularly communicating with neighborhoods and community organizations;
- Exploring the possibility of changing the Police Department's reporting districts and beat system to correspond with the City's proposed natural neighborhood zones;
- Continuing to train, educate, and implement the community policing philosophy; and
- Continuing to build upon the service area command structure (i.e. lieutenant responsible for geographic area of the City) in order to deliver the best police service possible to the community. (PS4)

1.6 Implement and expand public awareness and education programs regarding:
- DARE program;
- Traffic and pedestrian safety; and
- Home and business security design and measures. (PS2, PS4, and PS4)

1.7 Continue to remain knowledgeable of gang related activities, and intervene/ interact as necessary to reduce the impact of gangs including pro-active follow-up investigations, pro-active enforcement and working with local school districts to educate staff, students, and parents of gang-related trends. (PS4 and PS7)

1.8 Ensure that project development site designs provide "defensible space." (PS5)

1.9 Continue covert and overt law enforcement efforts to reduce/eliminate hate crimes in the City in cooperation with the City's Human Relations Commission. (PS4)

1.10 Promote "civic peace". (PS4)

Fire/Emergency Medical

GOAL

2 ENSURE ADEQUATE PROTECTION FROM FIRE AND MEDICAL EMERGENCIES FOR AZUSA RESIDENTS AND PROPERTY OWNERS.

POLICIES

2.1 Work with Los Angeles County Fire Department (LACoFD) to locate fire stations in a manner that will enable emergency fire response times to meet a five-minute or less standard (Figure EC-1). (PS7 and PS8)

2.2 Work with LACoFD to relocate Fire Station 97 from its current location to a new site within the Monrovia Nursery site. (PS7 and PS8)

2.3 Identify streets and intersections prone to congestion, thereby impeding five-minute emergency response times, and pursue remedies to the greatest extent feasible. (PS1)

2.4 Work with LACoFD to ensure adequate facilities and personnel by evaluating population growth, response times, and fire hazards. (PS5 and PS7)

2.5 Require new development be assessed a pro-rated fee to pay for fire facilities and personnel. (PS3)

2.6 Require all new development to design site plans and structures with fire and emergency access and safety in mind. (PS5)

2.7 Ensure that buildings and lots are maintained in a manner that is consistent with fire prevention and personal safety. (PS5 and PS6)

2.8 Continue to work with the LACoFD to provide fire prevention, first aid, and life-saving public education programs. (PS4)

Governmental Administration

GOAL

3 ENSURE ADEQUATE GOVERNMENTAL ADMINISTRATIVE SERVICES AND CAPITAL FACILITIES FOR ALL AGENCY OPERATIONS.

POLICIES

3.1 Determine appropriate governmental service levels and standards. (PS1)

3.2 Prepare a Civic Center Master Plan that plans for and accommodates the improvement of governmental facilities and services in order to meet appropriate levels of service. (PS1 and PS2)

3.3 Within the Civic Center Master Plan, ensure adequate public meeting space is available for large and small group meetings. (PS2)

Library

GOAL

4 **ENSURE THAT A HIGH LEVEL OF LIBRARY SERVICES AND FACILITIES ARE PROVIDED TO THE CITY'S RESIDENTS.**

POLICIES

4.1 Construct new library facilities and expand the new facilities as required to meet the needs of the library uses. (PS1 and PS3)

4.2 Consider establishing library outreach services for seniors and others who are physically unable to visit the library facility. (PS2, PS9, and PS10)

4.3 Consider developing school/library program where neighborhood school libraries serve as City library satellites. (PS9 and PS10)

Schools

GOAL

5 **PROMOTE A STRONG PUBLIC SCHOOL SYSTEM THAT ADVOCATES HIGH QUALITY EDUCATION. PROMOTE THE MAINTENANCE AND ENHANCEMENT OF THE EXISTING EDUCATIONAL SYSTEMS FACILITIES, AND OPPORTUNITIES FOR STUDENTS AND RESIDENTS OF THE CITY TO ENHANCE THE QUALITY OF LIFE FOR EXISTING AND FUTURE RESIDENTS.**

POLICIES

5.1 Continue the dialogue between the City of Azusa and local schools regarding:
- measures to accommodate student population growth; and
- "shared responsibility agreements" for property/facilities maintenance and operation where public recreation activities occur at local school sites and where local schools use public facilities. (PS2, PS8, PS9, and PS10)

5.2 Actively work with AUSD to open schools to the community to serve as neighborhood centers. This may include opening play fields, libraries, and/or auditoriums when school is not in session for recreational or community events. (PS2 and PS8)

5.3 Encourage AUSD to provide or permit the City to provide and operate public services such as after school care, homework centers, etc. on school sites. (PS2, PS8, and PS10)

5.4 Work with Citrus College and Azusa Pacific University to provide community service opportunities to the local Headstart and other early child learning centers, and the public schools. Public service opportunities may include homework assistance and tutoring, student mentoring, health advisory, recreation and music leaders, etc. (PS8)

Public Services Implementation Programs

PS 1 EVALUATIONS AND ASSESSMENTS

- Conduct a study involving elected officials, appointed officials, and the public to determine appropriate levels of governmental service. Upon study completion, adopt service level goals and standards. Re-examine service levels periodically to ensure that the service levels adequately meet the public's expectations.

- Monitor departmental needs and conduct an annual assessment of service evaluating infrastructure and equipment conditions in all existing facilities, current personnel staffing, and facilities, equipment, and personnel needs for the coming fiscal year.

- Prepare and implement a Civic Center Master Plan to maximize public facility utility, design, aesthetics, and efficiency.

- Conduct a circulation system study to identify those intersections and streets that are prone to congestion; determine if the congestion inhibits satisfying emergency response standards.

PS2 IMPROVE AND UPGRADE SERVICES AND FACILITIES

The City will:

- improve and upgrade public facilities and service conditions, as determined in the annual assessment;

- maintain the DARE program in local schools, budget permitting;

- enhance the use of the service area command structure in problematic neighborhoods and with local schools;

- encourage officers to interact with the community while on patrol (i.e. in a car, on foot or on bicycles), especially in neighborhoods and pedestrian oriented areas of the City such as Downtown and the University District;

- incorporate public meeting space into the newly constructed or expanded library;

- consider the appropriateness of a book mobile and other mobile library sources; and

- expand communication and dialogue between the City and local schools to better understand, coordinate, and effectively use limited City and school financial and property resources, in order to maximize the improvement and upgrading of schools facilities within the City.

PS3 FEES

New development shall be required to contribute fees to cover all costs of facilities and capital improvements in accordance with State Nexus legislation.

PS4 OPERATIONAL PROGRAMS

- Continue to operate the following programs:
  - Drug Abuse Resistance Education (DARE)
  - Attend neighborhood meetings
  - Neighborhood Improvement Zones

- The City departments will:
  - Increase the development and use of verbal and written education tools including lectures and illustrations offered through cable television, clubs, private and public schools, youth groups, service organizations, and other interested groups;
  - Acquire and develop safety videos for public service programming and library circulation, schools circulation, and video store circulation;
  - Increase public participation in the Community Emergency Response team; and
  - Promote civic peace through:
    - ☐ Expanding conflict management programs;
    - ☐ Expanding the Human Relations Commission's scope;
    - ☐ Encouraging "peer mediation";
    - ☐ Establishing youth leader conferences and workshops; and
    - ☐ Seeking funds for gang prevention and awareness.

PS5 DEVELOPMENT REVIEW

- Police Department will participate in the development review process including pre-development plan submittal meetings, building plan check, and Planning Commission meetings as needed in order to ensure that new developments provide maximum visibility and security for entrances, pathways, corridors, open spaces and parking areas, and emergency vehicle access.

- Police Department will responds to request from the Community Development Department to provide input on the criminal activity, public safety, and welfare issues associated with proposed land uses or activities.

PS6 CODE UPDATE

Update City codes to include the latest fire prevention and public safety measures.

PS7 EMERGENCY RESPONSE COORDINATION

Maintain communication with State safety personnel, local schools, Fire Department, and Police Department to coordinate emergency response efforts.

PS8 INTERAGENCY COORDINATION

- The City and AUSD shall use consistent population projections based on existing, new and proposed development within the City and its Sphere of Influence.
- The City shall meet with AUSD and local schools to develop and implement a shared maintenance and operations agreement for the use of school facilities for public recreation facilities and the use of City parks and trails for educational purposes.
- Periodically meet with Citrus College, Azusa Pacific University, and other higher education institutions to partner and/or conduct public service programs such as homework assistance, tutoring, rolling readers, and early childcare services.

PS9 FEASIBILITY STUDIES

The City will conduct a study evaluating the feasibility of providing satellite library facilities at local schools and a book mobile.

PS10 FUNDING SOURCES

- The City shall identify and solicit funding from additional sources to support library facilities and activities. These may include state and federal grants or loans and donations or sponsorships by local and national corporations, philanthropic organizations, and other private individuals and groups.
- The City shall cooperate with AUSD in identifying and soliciting funding from other sources to support the expansion and development of school facilities in order to enhance the educational opportunities, activities, and programs offered by AUSD, and to address issues facing school children including health and safety.

Projects that could realistically be completed in the next five years

1. Identify problematic intersections and roadway sections that may impede emergency response.
2. Coordinate police reporting districts with the City's natural neighborhood zones.
3. Negotiate joint use agreements with local schools and AUSD to improve public access to school recreation and meeting facilities.
4. Determine if library satellites are viable in the local schools.

Public Services Implementation Matrix

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	**Responsible Agency**														**Funding Source**									**Schedule *** as funding permits
PS1	Evaluations and Assessments	●	●							●						●									2006
PS2	Improve and Upgrade Services and Facilities	●				●			●							●									Ongoing
PS3	Fees		●													●									Ongoing
PS4	Operational Programs	●							●							●									Ongoing
PS5	Development Review								●							●									Ongoing
PS6	Code Update		●													●									Ongoing
PS7	Emergency Response Coordination								●							●									Ongoing
PS8	Interagency Coordination	●											●			●									Ongoing
PS9	Feasibility Studies					●										●									2006
PS10	Funding Sources	●														●		●							Ongoing

Chapter 5: Natural Environment

Chapter 5: Natural Environment

Introduction

The third and final "Elements of Place", the Natural Environment, focuses on the natural environment – air, water, flora and fauna, minerals, geology, and noise. Specifically, the subject areas for the Natural Environment include:

- Recreation – Parks and Recreation;
- Open Space and Biological Resources; Geologic Hazards;
- Mineral Resources;
- Air Quality; and
- Noise.

Protecting Our Natural Heritage

Long known as "The Canyon City," Azusa is becoming known as a regional model for living in balance with nature. Blessed with a wealth of resources, Azusa is the gateway to the Angeles National Forest for millions of people every year. By restoring the beauty and improving access, Azusa can encourage the respect and appreciation for nature as well as the development of active recreation appealing to visitors and residents alike.

Vision

We will respect and restore the life-giving river and natural environment around us. Parks in the city and the nearby canyons will be easily accessible to all residents, providing recreational and educational activities throughout the year. As a major gateway to the San Gabriel Mountains, we will encourage visitors to enjoy, protect, and preserve the natural beauty of the river, foothills, and vistas that help define "the Canyon City".

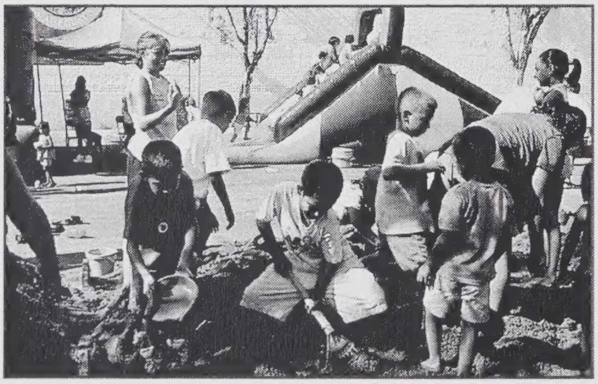
Recreation

Statutory Requirements

In addition to the mandatory elements, other optional elements may be included in a City's general plan. The California Government Code Section 65303 states:

> *The General Plan may include any other elements or address any other subject which, in the judgment of the legislative body, relate to the physical development of the county or city.*

Azusa's Recreation Element is such an optional element. Once adopted, this part of the element will have the same legal status as any of the mandatory elements. Additionally, other state requirements pertaining to the mandatory elements, such as internal consistency, also apply to the optional element.



Recreation Big Ideas

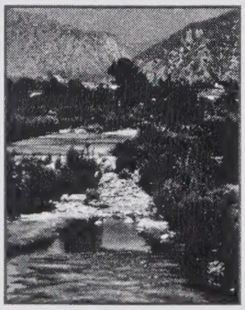
The Big Ideas for the Recreation Element are:

- Working with AUSD, expand recreation programs to offer positive afternoon scholastic/athletic programs at every school.
- Promote use of parks and school grounds to meet the changing recreational needs and desires, with the goal of bringing usable green space within walking distance of every family:
- Joint use of schools for community parks;
- Creating neighborhood parks on vacant land;
- Increasing park space requirements
- Expand senior programs to include activities appealing to multi-generational seniors; and
- Create a river parkway and a chain of recreational amenities along the river and trails in the foothills and canyons.

STEP OUT
SENIOR CENTER

Vision

City parks, bike paths, and trails will all be easily accessible to all residents, providing youth with recreational and educational activities throughout the year. Both active and passive parks will be within walking distance of each neighborhood. City recreation services will be expanded to include programs for people of all ages and all interests.



Recreation Existing Conditions

City of Azusa has ten public parks with over 52 acres of open space and recreation facilities (Figure Rec-1). An additional 186 acres are available at public school facilities through joint-use agreements with Azusa Unified School District.

The majority of Azusa parks are in satisfactory condition, however, some minor repairs are needed to improve of the facilities to adequate condition. Minor repairs include, for example, fence repair and the replacement of a baseball field back stop. Several facilities also have outdated equipment that needs to be replaced. For example, baseball/softball field lighting uses old, non-energy efficient light bulbs.

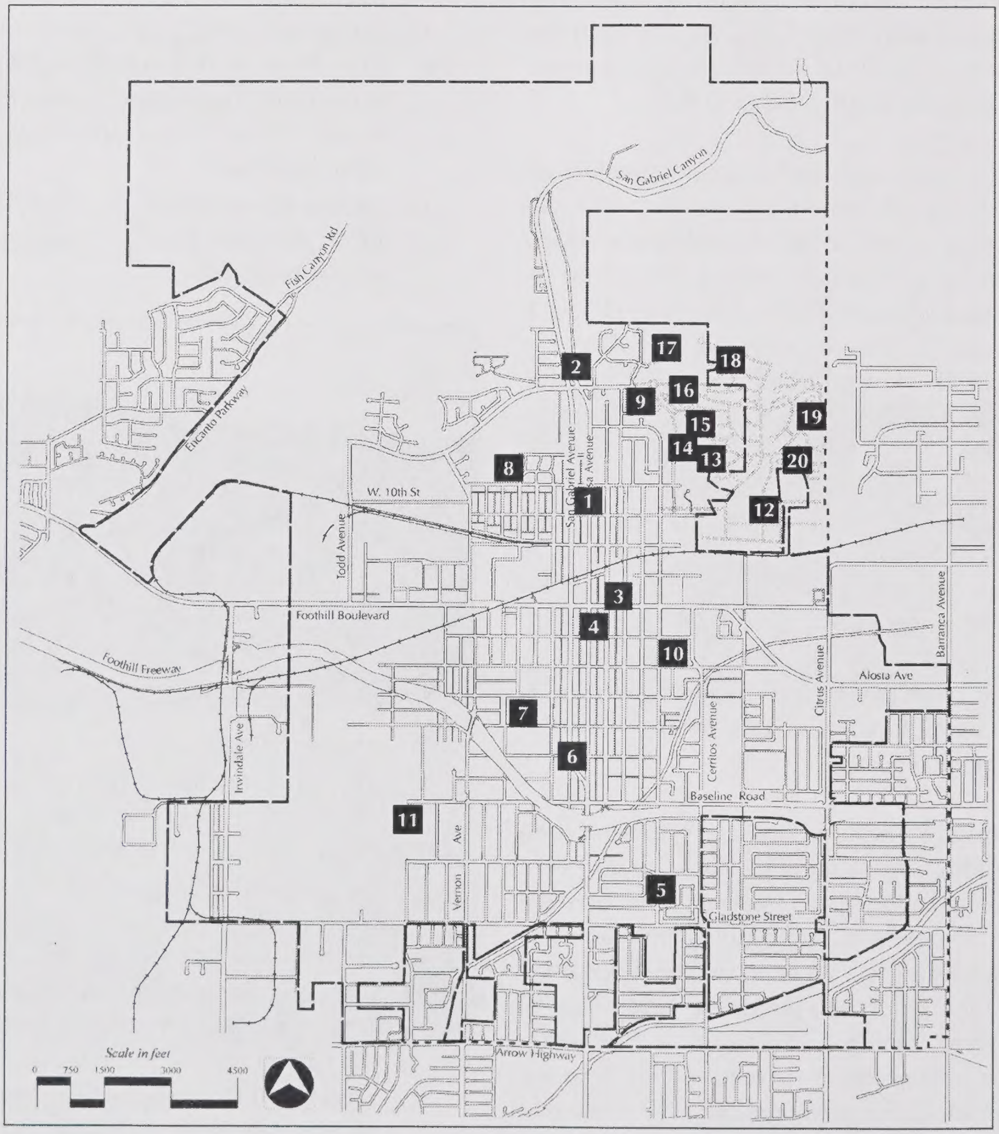
Azusa also lacks specialized sports facilities including roller hockey areas, running track, soccer fields, and football stadium. Presently, only Northside Park contains soccer fields. School facilities with grass areas provide ad hoc soccer playing fields. In addition, Azusa's parks also have a shortage of illuminated practice fields for the variety of organized team sports.

The National Recreation and Parks Association (NRPA) recommends a minimum of 0.6 to 1.0 acre of developed open space per 1,000 population to meet the minimum needs of a community. The same Association also suggests 5.0 acres of developed open space per 1,000 persons to provide a middle level of service. Approximately 45,600 people live in Azusa, 27.4 to 45.6 acres of parks are required for the minimum level and 228 acres are necessary for the mid level. Therefore, Azusa's 52 acres of developed open space (1.14 acre per 1,000 residents) slightly exceeds NRPA minimum standards and is 176 acres short of the mid-level standards. When the park acreage is combined with the school facilities, the City is able to meet the mid-level standards. However, school facilities are not always available and such facilities may be in need of repair as well.

Planning Issues are:

- Various parks and facilities require minor repairs and updating and modernizing equipment.
- Azusa lacks specialized sports facilities.
- The Parks and Recreation Department, historically, has lacked adequate funds to repair, improve, and update many recreation facilities.
- Access to wilderness facilities in the Angeles National Forest is not easy for all Azusa residents.

- The current developed open space, excluding school facilities, is significantly below the recommended mid-level standard. When the school facilities are included, the current developed open space meets the mid level standard.
- As new residential developments are planned, the developer is required to pay in lieu fees or must provide park space. If the City currently provides more than 3.0 acres per 1,000 people, then the City may require a dedication or an in lieu payment of up to 5.0 acres per 1,000 persons. If it provides less than the 3.0 acres per 1,000 persons, the City is limited to a 3.0 acres dedication or in lieu payment. Until the City is able to increase its park space, it will continue to miss opportunities to require a higher in lieu payment or land dedication and to improve the park system.


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Vernon
Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Gladstone Street
Arrow Highway
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
Scale in feet
0
750
1500
3000
4500

LEGEND:

■	Recreation Facility Location
———	City of Azusa Boundary
- - - - - - -	Sphere of Influence Boundary

1. Azusa Women's Club
2. Canyon Park
3. City Park
4. Edwards Mini-Park
5. Gladstone Park
6. Jones Mini-Park
7. Memorial Park
8. Northside Park
9. Pioneer Park
10. Slauson Park
11. Zacatecas Park

11. Proposed Neighborhood Park
12. Proposed Mini Park
13. Proposed Mini Park
14. Proposed Mini Park
15. Proposed Mini Park
16. Proposed Mini Park
17. Proposed Mini Park
18. Proposed Mini Park
19. Proposed Mini Park
20. Proposed Mini Park

Recreation Facilities

GENERAL PLAN UPDATE

FIGURE REC-1

Recreation Goals and Policies

GOAL

1 PROVIDE CONSTRUCTIVE AND CREATIVE LEISURE OPPORTUNITIES FOR ALL AZUSANS.

POLICIES

1.1 Provide leisure opportunities through programs and activities that serve the general population, multi-generational needs, and the specialized needs of the physically challenged, young children, and seniors. (Rec1, Rec2, and Rec3)

1.2 Combine sites that contain historic or natural features with recreational learning opportunities. (Rec1, Rec2, and Rec3)

1.3 Enhance the river and canyon trailheads to function as "hubs" of regional recreational and community activity. (Rec1, Rec2, and Rec3)

1.4 Encourage and facilitate the development of a wide variety of revenue generating recreational activities such as "corporate" picnic facilities, wedding/ banquet facilities, child or after school day care, fishing facilities, driving ranges, batting cages, etc. (Rec4 and Rec5)

1.5 Provide the highest quality of services to park and recreation facilities users through adequate staffing and technically trained staff. (Rec6)

1.6 Improve existing joint use and maintenance agreements between other public agencies, including but not limited to local school districts and colleges. (Rec2 and Rec3)

GOAL

2 PROVIDE ADEQUATELY SIZED AND LOCATED PARKLANDS AND RECREATIONAL FACILITIES TO MEET LOCAL NEEDS, AND TO PRESERVE THE NATURAL RESOURCES WITHIN AND ADJACENT TO AZUSA.

POLICIES

2.1 Maintain the current park per capita ratio of 1.14 acre per 1,000 persons. (Rec1, Rec3, and Rec7)

2.2 Strive to achieve the National Parks and Recreation Associations recommended per capita ratio of 3.0 acres per 1,000 persons. When the City has met the 3.0 ratio strive to achieve the NPRA's suggested per capital ratio of 5.0 acres per 1,000 persons. (Rec1, Rec3, and Rec7)

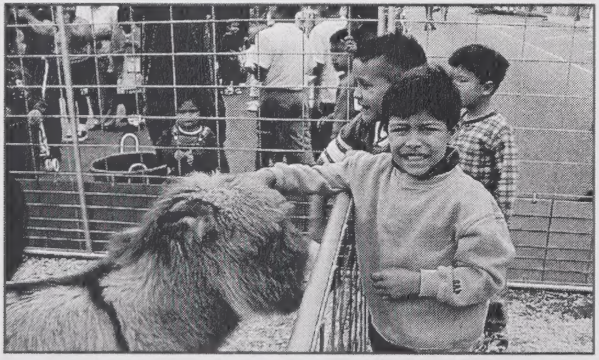
2.3 Consider the following when adopting the plan for acquiring and accepting parkland:
- City's need for open space and recreation facilities based on current and projected population;

Our Neighborhood Homework House

- City's need for open space and recreation facilities based on location of existing open space and recreation facilities, including school recreation and sports facilities;
- Preservation of natural resources, historic and cultural areas;
- Proximity to residents and accessibility; and
- Usability of parklands (i.e. topography and other natural landform constraints). (Rec1 and Rec3)

2.4 Require parkland acquisitions to be fiscally efficient and beneficial to the needs of the community. (Rec3 and Rec7)

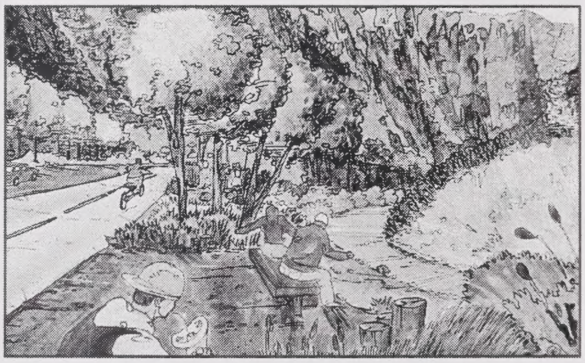
2.5 Review the parks and recreation facilities relationship with the local public and private schools. The review should include:
- considering establishing the school site as a nucleus for community activities for the surrounding neighborhood;
- providing both school recreation facilities and park facilities at the same site; and



- identifying an alternative plan to provide the recreational opportunities in the event of school closure or joint use agreement termination. (Rec2 and Rec8)

2.6 Future community and neighborhood park and recreation sites shall be located in accordance with the pending Parks and Recreation Master Plan. (Rec1, Rec3, and Rec7)

2.7 Provide for the inclusion of recreational trails, staging signage, and access in new and existing neighborhoods, commercial, and industrial developments, along the river, into the foothills, and along the rails that link with existing or planned trails. (Rec1, Rec2, and Rec3)



GOAL

3 **DEVELOP NEW PARK SITES AND RENOVATE EXISTING PARK SITES TO PROVIDE DIVERSE RECREATIONAL AND SPORTS ACTIVITIES.**

POLICIES

3.1 Design neighborhood park features and facilities that are responsive to the park users and neighborhood residents. (Rec1, Rec2, and Rec3)

3.2 Provide a variety of amenities within the recreation areas in order to accommodate people with different interests. (Rec1, Rec2, Rec3, and Rec4)

3.3 Develop park and recreation facilities that link trails and existing recreation facilities. (Rec2 and Rec3)

3.4 Establish development guidelines to foster park development that suits the changing demographic conditions in Azusa. (Rec3 and Rec7)

3.5 Design and/or renovate recreational facilities per accessibility requirements specified in State and Federal laws. (Rec1 and Rec3)

3.6 Develop and/or retrofit park and recreation sites in ways that maximizes efficiency, minimizes maintenance costs, and balances community needs. (Rec1, Rec3, and Rec6)

GOAL

4 ENSURE RECREATION FACILITIES ARE RENOVATED AND UPGRADED TO MEET THE RESIDENTS' RECREATIONAL INTERESTS.

POLICIES

4.1 Evaluate all physical facilities for renovation needs every five years. Develop a capital improvement program and modernization program for the renovation of the facilities determined to require renovation. (Rec3 and Rec6)

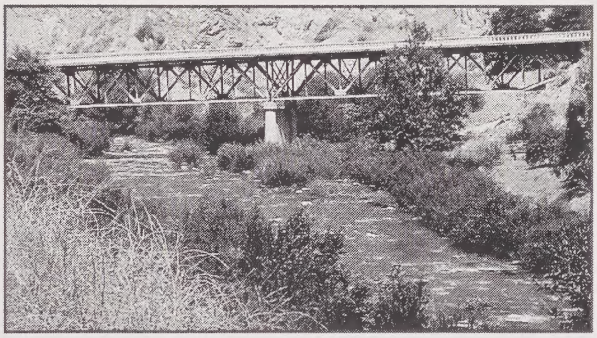
4.2 Explore joint projects for maintenance, renovation, and upgrading of recreation and sports facilities with other public and private agencies. (Rec2, Rec4, Rec5, Rec6, and Rec8)

GOAL

5 PROVIDE A FOOTHILL AND RIVER RECREATION ENVIRONMENT THAT ENHANCES THE ENJOYMENT OF THE NATURAL RESOURCES WITHOUT RESULTING DEGRADATION.

POLICIES

5.1 Attract visitors, acquire property, and improve the local foothills and river areas because of their inherent environmental, ecological, and/or aesthetic contributions to the community and the region. (Rec2, Rec3, and Rec7)



5.2 Conduct an inventory of trail and other foothill and river recreation facilities on a periodic basis to determine renovation needs and/or capital improvements, prepare a capital improvements programs and adopt a prioritization schedule for improvement. (Rec2 and Rec3)

GOAL

6 ENSURE THAT PARK DEVELOPMENT IS APPROPRIATELY PHASED TO COINCIDE WITH THE DEMAND FOR SERVICES AS WELL AS THE CITY'S FISCAL RESOURCES.

POLICIES

6.1 Design recreation facilities and programs that are functional, efficient, and affordable. (Rec1 and Rec3)

6.2 Aggressively pursue all forms of federal, state, county, corporate, private foundation, and endowment support to assist in acquisition, development, programming, operations, and maintenance of park and recreation resources. (Rec5 and Rec8)

6.3 Encourage neighborhood groups, organizations, clubs, and businesses to take a greater interest and financial responsibility in the improvement and operations of the parks and recreational facilities through a) the donations of goods, services, and financial support, and b) creation of programs such as the adopt-a-park program. (Rec2, Rec5, and Rec8)

ST. FRANCES OF ROME SCHOOL
Candy
Nachos

6.4 Encourage commercial recreational facilities to provide recreational services and facilities that may not be otherwise provided in the City. (Rec4)

6.5 Revenue generating facilities shall be encouraged, where appropriate, in the future design and programming of parks. (Rec4)

Azusa Greens Country Club

6.6 Update, on a periodic basis, the park in-lieu fee assessed to all new developments. (Rec7)

6.7 In addition to Quimby fees, explore alternative funding sources, such as revenue generating facilities for park maintenance and development and recreational programming. (Rec7)

Recreation Implementation Programs

REC1 DEVELOPMENT/DESIGN REVIEW

In the development and design review process, require:

- All Azusa recreation and park facilities to have barrier free access;
- The protection, enhancement, and sensitive development of those areas that possess scenic, environmental, historic, and cultural values;
- All park and recreation facility sites to have numerous access points to roads, trails, and sidewalks;
- The construction and dedication of recreational trails, if they will enhance and/or link the existing trails system; and
- All parks to be evaluated with respect to the need for multi-sport athletic fields.

REC2 STUDIES AND SPECIALIZED PROGRAMS

Conduct the following feasibility studies and specialized programs. If determined feasible, implement the study's findings:

Special Users and Needs Study

- Consider integrating the physically or developmentally disadvantaged programs into regular recreation department programming efforts and consider amending existing programs or adding new programs to meet the integration needs;
- For those physically or developmentally challenged who are unable to be integrated into

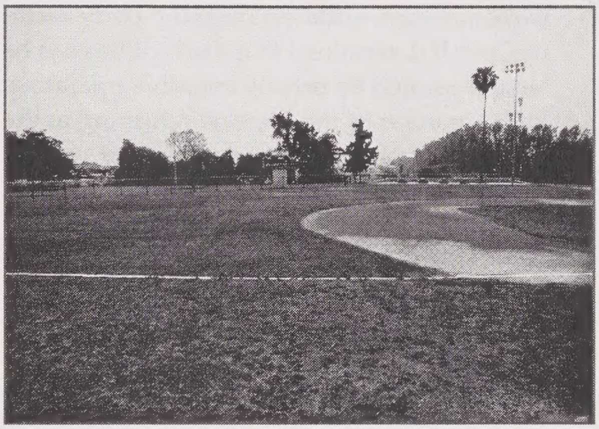
mainstream programs, develop specialized programs to fit their needs;

- Consider providing senior daycare programs serving those seniors who require additional care but not full-time nursing care;
- Consider providing "parent and me" classes and other programs directed towards new parents or parents of very young children;
- Consider working with youth sports groups to determine their facility needs and how those needs can be met on parks and school sites; and
- Consider enhancing teen activities and services in the Downtown and other areas where teens congregate.

AZUSA the coolest city in California

School/Park Joint Use

- Consider using school facilities as the nucleus for community activities within a neighborhood;
- Determine each school's recreational and sports field contribution;
- Determine the benefits of providing recreational programs at local schools;
- Consider expanding after school day-care for school age children to all school sites; and
- Convene an intra-agency study session determine the advantages and disadvantages of sharing school and park facilities and of joint maintenance agreements. Based on the session's findings, develop policy guidelines to direct existing and future relations.



Unique Natural and Historical Amenities

- Consider establishing interpretive, historical, and environmental education facilities and programs at the foothill and river trailheads and in the parks and recreation facilities; and
- Include river and foothill and park/trail amenities in a capital improvement program.

REC3 PARKS AND RECREATION MASTER PLAN

Develop a system wide Parks and Recreation Master Plan (updated every five to ten years) that:

- anticipates new recreation needs;
- establishes guidelines for and establishes criteria by which new park and recreation facility acquisition and development can be evaluated;
- incorporates a renovation plan;
- establishes an implementation strategy and phasing;
- identifies funding and a capital improvement program; and
- designates maintenance responsibilities, and explores the possibility for shared use and shared maintenance for facilities.

REC4 PRIVATE OPERATOR PROGRAMS

Pursue establishing new facilities that can be rented out to companies or individuals as well as serve city functions. Such facilities can include wedding/banquet sites, corporate barbeque sites, children birthday party facilities, etc. If determined that the facilities can be better operated by private investors/operators, with a portion of the revenue returning to the City, solicit proposals from qualified entities for the development and management.

REC5 GRANTS/RECREATION FUNDING OPPORTUNITIES COORDINATOR

Consider hiring a grants and recreation funding coordinator to:

- increase the depth and effectiveness of lobbying and funding procurement efforts for parks and recreation as well as other applicable City programs and functions; and
- establish a marketing program for an urban forest program, an "adopt a park program", commercial recreational opportunities (such as banquet facilities, corporate barbeque facilities, etc.), and to solicit donations and other creative funding options.

REC6 RESOURCES TRAINING AND FACILITIES MAINTENANCE

Evaluate:

- staffing needs approximately every five years. Evaluation should a) determine the number and type of staff persons necessary for program operations, and b) develop training programs including "in house" and extension courses and seminars; and
- recreational equipment and tools to ensure that they function adequately, thereby maximizing the recreation's staff's efficiency. Develop a "modernization" program to rectify deficiencies.

BIBLIA ABIERTA/OPEN BIBL
WHAT WOULD JESUS

REC7 PARK AND RECREATION FACILITIES ACQUISITION

Evaluate the appropriateness of the City's parkland ratio and the City's in-lieu fee. As necessary, modify the ratio and the in-lieu fee and update all Quimby and other sources of parkland acquisition and funding to reflect the new figures. Establish a link between the fee and land values. Adjust fee structure and the parkland ratio, every five years or more often, as appropriate.

Use park acreage and recreational facility development requirements contained within the Parks and Recreation Master Plan as a guide when assessing particular sites for future parkland acquisitions or dedication. In addition to the Parks and Recreation Master Plan guidelines, perform a cost/benefit analysis prior to acquiring any new land.

REC8 ESTABLISH A NOT-FOR-PROFIT RECREATION AND PARKS FOUNDATION

Consider establishing a not-for-profit foundation to a) solicit private organizations to sponsor public recreation activities, be a patron of the "adopt a park" program, supply equipment and uniforms, donate facilities, and b) act as a vehicle to provide clear tax advantages to donors and contributors of funds and resources.

Projects that could realistically be completed in the next five years:

1. Adopt a Park Master Plan.
2. Enhance trails and trail heads along San Gabriel River.
3. Negotiate joint use agreements with schools in neighborhoods that lack park space.
4. Revise/update the park in-lieu fees.

Recreation Program Implementation Matrix

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	**Responsible Agency**														**Funding Source**									**Schedule *** **as funding permits**
REC1	Development/Design Review		●					●								●				●					Ongoing
REC2	Studies and Specialized Programs							●			●				●	●		●			●				Ongoing
REC3	Parks and Recreation Master Plan							●								●		●							2004
REC4	Private Operator Programs							●			●					●									2009
REC5	Grants/Recreation Funding Opportunities Coordinator	●														●									2004
REC6	Resources Training and Facilities Maintenance							●			●					●									Ongoing
REC7	Park and Recreation Facilities Acquisition							●								●		●							Ongoing
REC8	Establish a Not-For-Profit Recreation and Parks Foundation	●						●			●					●		●							2006

Open Space and Biological Resources

The Citizens of Azusa recognize the economic, social, and environmental benefits of "open space systems." Open space is an extremely valuable commodity for communities because it contributes to natural systems preservation, recreation, education, cultural heritage, and aesthetics. Just as cities need to upgrade and expand their roads, sewers, and transit systems, so too, they need to upgrade and expand their green infrastructure (i.e., parks, greenways, natural areas).

By delineating which land should be preserved, it becomes easier to direct development to areas where it is most appropriate – districts, corridors and neighborhood centers. Also, given the growing opposition to sprawl, open space preservation becomes an acceptable way to shape urban form.

Statutory Requirements

California state law requires the preparation of two elements that address a city's environmental resources: the Conservation and the Open Space Elements. The Azusa General Plan combines these elements into three elements: Open Space and Biological Resources Element , Geologic Hazards Element, and Minerals Element, and thereby fulfilling all the State requirements. The pertinent statutory requirements that shape this element include:

> *Government Code Section 65302(d): A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, served, controlled, or conserved water for any purpose for the county or city for which the plan is prepared.*

> *Government Code Section 655560: "Open space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section, and which is designated on a local, regional or State open space plan as any of the following: (1) Open space for the preservation of natural resources. (2) Open space used for the managed production of resources. (3) Open space for outdoor recreation. (4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.*

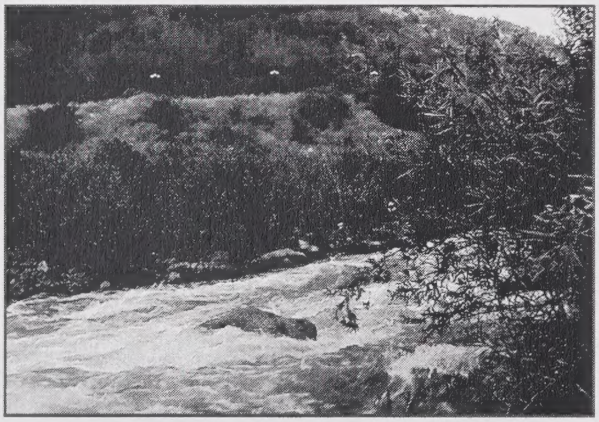
Open Space and Biological Resources Big Ideas

The Big Ideas for the Open Space and Biological Resources are:

- Protect areas as a home for native animals and plants that also save our views, water, and groundwater while providing recreation and promoting biodiversity.

- Azusa will be a place where nature and the city mix. People will help the migrating birds by planting native trees, shrubs, and wildflowers at their homes, the City will create pockets of wetlands in the parks, use native trees to provide food and cover for birds, and help people learn about their natural environment.

- Encourage the mining companies to phase out mining operations and convert the land to ponds, lakes, and lush natural vegetation for recreational and restored open space purposes.
- Seek to protect areas of open space through purchase, cooperative planning, land trades or other means to ensure that the views of natural beauty are protected and where the vast array of plants and animals can live.
- Restore the river, and create areas of native trees where animals can live, where shade can cool the hiker or bike rider, where flood waters can slow down, where groundwater can be recharged, and where nature education is fun and hands on.

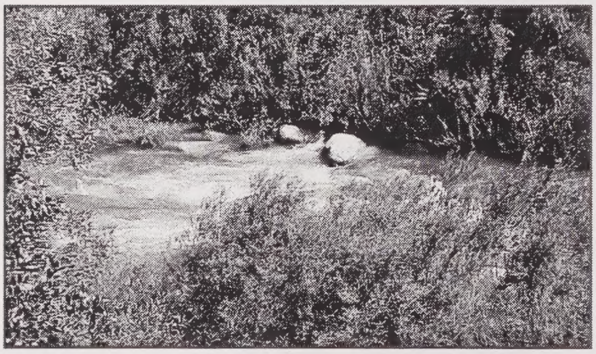


- Create biological resource overlay areas that identifies special biological resource areas and sets standards for ecological integrity, wildlife movement, and minimizes biological degradation.
- Create City Nature Preserves and an Azusa Land Trust to prepare long-range plans and acquisitions.
- Create small areas of native habitats within urbanized areas to provide habitat to migrating and resident birds.
- Restore lost fisheries and aquatic resources in the San Gabriel River.
- Enhance groundwater recharge areas with vegetation to provide forage and cover for birds.

Open Space and Biological Resource Existing Conditions

The City of Azusa is a wonderful place to enjoy the beauty of nature and observe a wide array of natural habitats, plants, and animals. Today, approximately 40 percent of the City is draped in the greens, grays, and purples of coastal sage scrub, chaparral, and woodlands growing on the rugged slopes and foothill valleys of the San Gabriel Mountains. Descending from these mountains is the San Gabriel River, originating from the 10,064-foot Mt. San Antonio (Old Baldy) and carrying flows from a 635-square mile watershed. The undeveloped floodplain and tributaries of the River create corridors of wetlands and pools for insects, frogs, and fish, including historic runs of steelhead. Places such as Van Tassel Canyon, upper Fish Canyon, and Roberts Canyon are lined with woodlands of willow, cottonwood, Sycamore, and alder. Along the River, natural vegetation termed alluvial scrub and woodland is present from the mouth of San Gabriel Canyon to the Foothill Boulevard Bridge, and beyond, to the Santa Fe Dam. On the steep, south-facing slopes of the northern part of the City is vegetation called coastal sage scrub, accented with interesting plants like Whipple's yucca, white sage, wishbone bush, and locallydense patches of prickly-pear cactus. On the north-facing slopes, especially on the north side of the Glendora Ridge, a denser, chaparral vegetation prevails, along with scattered elements of the conifer forest. In addition, rockface cliffs of the mesic slopes host two rare plant species: the San Gabriel River dudleya and the San Gabriel Mountains dudleya. Another plant in this area is the San Gabriel leather oak, previously unreported in the area.

Among the diverse plant communities of the mountains and the river, many animals are found including: California towhee, western scrub-jay, and side-blotched lizard. These are easily observed year-round. During wintertime, bird populations swell, and large numbers of waterfowl and migrating songbirds reside in the natural habitats, and in the "lakes" of the abandoned quarries. Other species, not so readily detected, include the ringtail, bobcat, mountain lion, and bear.



While overall wildlife diversity is high in the City, populations of a several wildlife species are threatened, endangered, or sensitive to continued change. The City hosts over 30 such animals that need special care to survive. Some are rare because of restricted habitat requirements, like the San Gabriel Mountains elfin butterfly that uses the cliff-faces of the San Gabriel Mountains. However, most other species became sensitive from loss or conversion of their habitat. Fish like the arroyo chub, Santa Ana speckled dace, and the Santa Ana Sucker, once plentiful in the San Gabriel River found it difficult to survive. Once-abundant amphibians such as California redlegged frog, foothill yellow-legged frog, and western spadefoot toad, are rare because of urban development. Reptiles, such as the coastal rosy boa found in the coastal sage scrub and chaparral-covered areas along the San Gabriel River and its tributaries Fish and Van Tassel Canyons, have become hard to locate. Looking skyward, formerly common birds like the western yellow-billed cuckoo, the California gnatcatcher, and the least Bell's vireo, are gone or so reduced they must be protected by the government.

Vision

Azusa will be a community that respects and actively enhances its natural resources including:

- preserving areas of natural habitats for plants and animals;
- restoring fisheries and aquatic habitat to reverse the long-term degradation of the river;
- sustaining mining and development while conserving wildlife habitat; and
- reducing conflicts between wildlife and people.

Open Space and Biological Resources Goals and Policies

GOAL

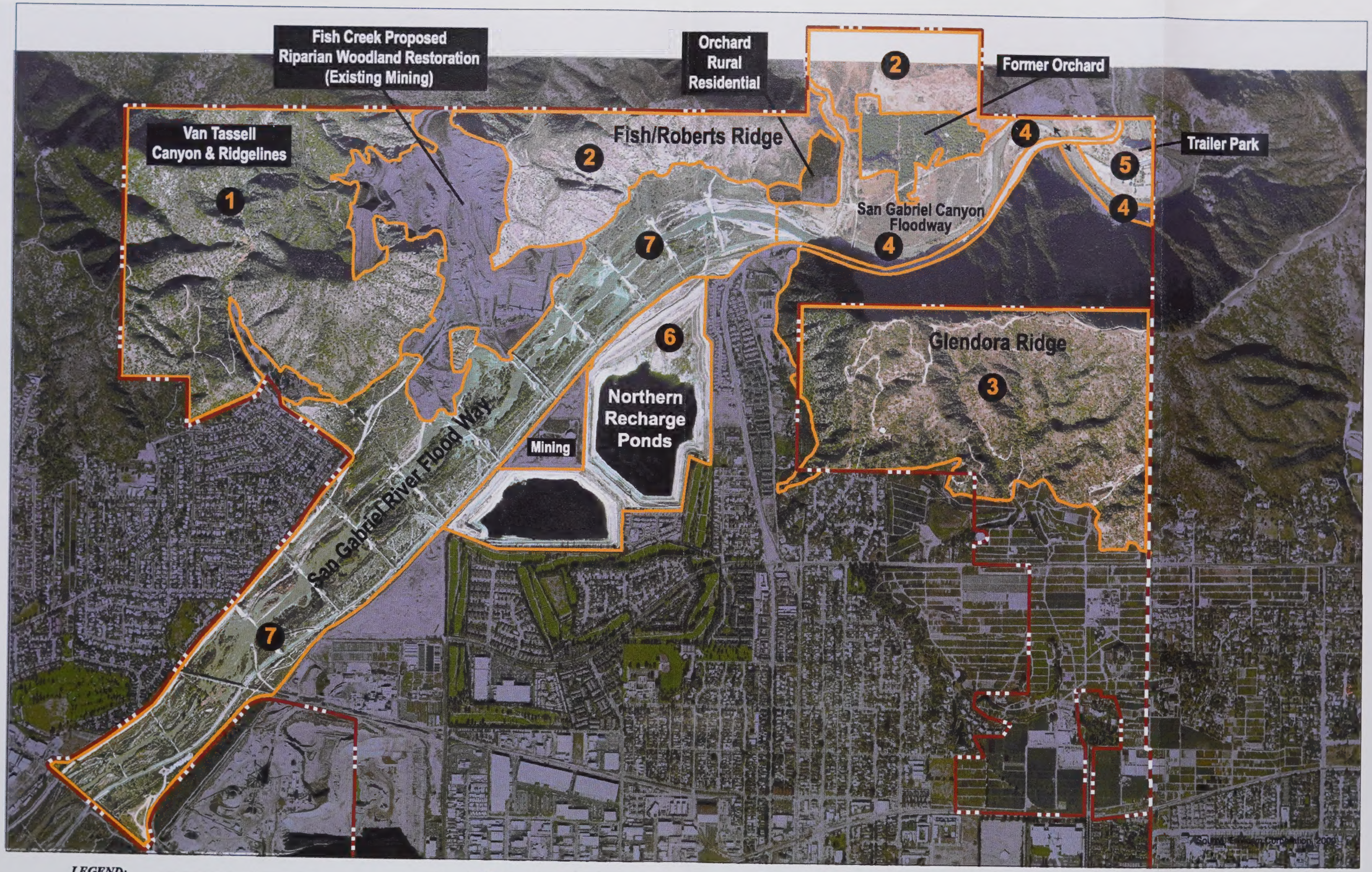
1 **PRESERVE, RESTORE, AND ENHANCE THE DIVERSITY OF BIOLOGICAL RESOURCES IN THE CITY'S UNDEVELOPED HILLSIDES, CANYONS, FLOODPLAINS, AND URBAN AREAS.**

POLICIES

1.1 Ensure that the City has accurate, current data and information on biological resources, including the types of habitats, individual species, and their locations. (OS1, OS2, OS3, OS4, OS5, OS6, and OS7)

1.2 Create a detailed Biological Resource Area (BRA) Overlay Zone Map, using Figure OS-1 as a guide.

Biological Resource Areas ("BRA") include: 1) Van Tassel Canyon and Ridgelines, 2) Fish Creek, Fish/ Roberts Ridge, 3) Glendora Ridge, 4) San Gabriel Canyon Floodplain, 5) RV Park, 6) Northern Recharge Ponds, and 7) San Gabriel River and Floodway. The BRA's purpose is to ensure maintenance of ecological integrity, including connections between habi-


Fish Creek Proposed Riparian Woodland Restoration (Existing Mining)
Orchard Rural Residential
Former Orchard
Trailer Park
Van Tassell Canyon & Ridgelines
Fish/Roberts Ridge
San Gabriel Canyon Floodway
Glendora Ridge
Northern Recharge Ponds
Mining
San Gabriel River Flood Way
1
2
2
3
4
4
4
5
6
7
7

Source: [illegible] Corporation, 2000

LEGEND:

- City of Azusa Boundary
- Sphere of Influence Boundary

Zones:

1. Van Tassell Canyon and Ridgelines
2. Fish/Roberts Ridge
3. Glendora Ridge
4. San Gabriel Canyon Floodplain
5. Trailer Park
6. Northern Recharge Ponds
7. San Gabriel River and Floodway

Scale in feet
0 500 1000 2000 3000

Biological Resource Overlay Zones

GENERAL PLAN UPDATE

FIGURE OS-1

tats for wildlife movement and dispersal, and to concentrate development in areas that are the least biologically sensitive, and absent of protected and other sensitive species etc. (OS8 and OS9)

1.3 Strive for the long-term maintenance of all native wildlife species living in the City and the Sphere of Influence including common and sensitive species. (OS10)

1.4 Consider the adoptation of an oak tree ordinance. (OS27)

GOAL

2 PROVIDE A UNIQUE SYSTEM OF NATURAL AREAS THAT PROVIDE A MULTITUDE OF USES INCLUDING WILDLIFE HABITAT, PASSIVE RECREATION, WATERSHED PROTECTION, FLOOD PROTECTION ZONES, AND SCENIC BEAUTY.

POLICIES

2.1 Establish, by working with conservation and educational organizations and state and federal agencies, a multitude of City Nature Preserves. These City Nature Preserves should consist of contiguous and diverse habitat areas within identified undeveloped areas, as illustrated in Figure OS-1. Areas of high priority include: 1) Van Tassel Canyon and Ridgelines, 2) Fish Creek, Fish/Roberts Ridge, 3) Glendora Ridge, 4) San Gabriel Canyon Floodplain, 5) RV Park, 6) Northern Recharge Ponds, and 7) San Gabriel River and Floodway. (OS4 and OS11)

2.2 Create an Azusa Land Trust that is charged with preparing a long-range plan for identifying and securing undeveloped land and with the management of the City Nature Preserves. (OS12 and OS13)

2.3 Coordinate with the California Department of Fish and Game (CDFG) and United States Fish and Wildlife Service (USFWS) to determine the feasibility of restoring habitats within nature preserves for rare, threatened, and/or endangered species and those species of wildlife that are believed to have become extinct in the Planning Area. (OS9)

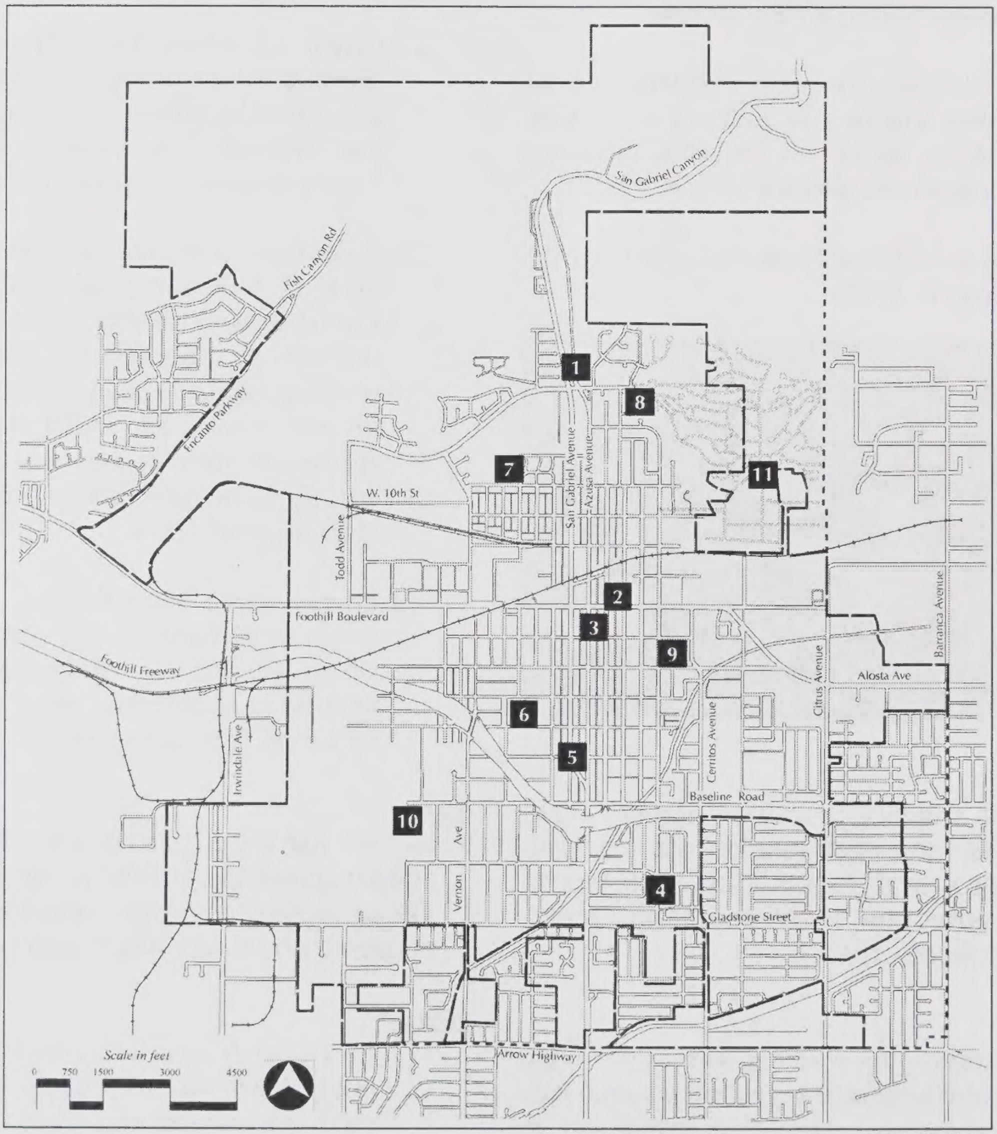
2.4 Promote Open Space Banking and other programs for the purpose of private acquisition, dedication, or other mechanisms to hold lands of biological value in permanent trust. (OS3 and OS14)

GOAL

3 ENSURE THAT THE CITIZENS OF AZUSA ENJOY THE BENEFITS OF NATURE WITHIN THE URBAN BOUNDARY BY PROVIDING A VISUAL LINK TO THE SURROUNDING MOUNTAINS, RIVERS, AND CANYONS.

POLICY

3.1 Create small areas of native habitats on public lands including parks and street right-of-ways and encourage the use of native vegetation on privately owned vacant lands and in private yards (Figure OS-2). This will provide habitat for migrating and resident birds and for the enjoyment and education of the City's residents. (OS15, OS16, OS17, and OS18)


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Citrus Avenue
Barranca Avenue
Alosta Ave
Cerritos Avenue
Baseline Road
Vernon Ave
Gladstone Street
Arrow Highway
1
2
3
4
5
6
7
8
9
10
11
Scale in feet
0
750
1500
3000
4500

Source: City of Azusa

LEGEND:

▪ Possible Location for Native Habitat

City of Azusa Boundary

Sphere of Influence Boundary

1. Canyon Park
2. City Park
3. Edwards Mini-Park
4. Gladstone Park
5. Jones Mini-Park
6. Memorial Park
7. Northside Park
8. Pioneer Park
9. Slauson Park
10. Zacatecas Park
11. Proposed Monrovia Nursery Arroyo

Possible Locations for Native Habitat Introduction

GENERAL PLAN UPDATE

FIGURE OS-2

GOAL

4 **SEEK TO BALANCE PRIVATE PROPERTY INTERESTS WITH THE CONSERVATION OF BIOLOGICAL RESOURCES (NATIVE PLANTS AND ANIMALS).**

POLICIES

4.1 Develop Thresholds of Significance that apply specifically to the City's resources in the analysis of a proposed project's impacts and mitigation measures, including loss of common plants and animals, loss of open space, and a net loss of habitat. Use a broader interpretation of the California Environmental Quality Act (CEQA) biota criterion thresholds to include unlisted species, species and habitats not considered sensitive, and urban nature. (OS3, OS19, and OS20)

4.2 Consider promoting projects that are compatible with the goals and policies of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) Strategic Plan, the San Gabriel River Master Plan, and the Northeast Trees plan. (OS9 and OS21)

GOAL

5 **ENSURE THAT THE CITY INTEREST IN THE PROTECTION OF BIOLOGICAL RESOURCES IS INTEGRATED INTO ALL PLANNING AND IMPLEMENTATION PROGRAMS DEVELOPED BY THE MULTITUDE OF PUBLIC AND PRIVATE AGENCIES WITH JURISDICTION OVER THE SAN GABRIEL RIVER AND WATERSHED.**

POLICIES

5.1 Continue and expand the City's leadership role through establishment of nature centers and educational and interpretative pro grams, exotic weedy species control, sponsorship and participation in environmental education, and other activities such as habitat restoration, flood and fire prevention, and recreation planning. (OS3, OS9, and OS22)

5.2 Endeavor to restore the City's lost fishery and aquatic resource values in the San Gabriel River and tributaries. (OS23 and OS24)

GOAL

6 **CREATE OPEN SPACE SYSTEMS WITH ADJACENT CITIES AND LANDOWNERS TO ALLOW FOR THE MOVEMENT OF WILDLIFE FROM AND TO THE CITY'S UNDEVELOPED AREAS.**

POLICY

6.1 Coordinate and develop plans with the adjacent cities of Duarte and Glendora to conserve uninterrupted core areas and linkages in the San Gabriel Mountain foothills. (OS22)

GOAL

7 **COOPERATE AND COORDINATE WITH THE MINING COMPANIES, OTHER APPROPRIATE AGENCIES, AND THE PUBLIC TO ENHANCE WILDLIFE HABITAT IN ABANDONED AND RECLAIMED MINED SITES.**

POLICIES

7.1 Determine the feasibility of restoring abandoned mined areas and/or quarries to natural habitat for plants and wildlife until other uses are desirable or needed. (OS25)

7.2 Determine the feasibility of enhancing groundwater recharge (pond) areas with shallow aquatic bed and emergent vegetation to provide forage and cover for wading birds, dabbling ducks, and nesting species. (OS25)

7.3 Work with the mining companies to implement full ecological restorationc of natural habitat in the riparian areas of Fish Canyon and the San Gabriel River or other sensitive locations. (OS26)

Open Space and Biological Resources Implementation Programs

OS1 NATURAL DIVERSITY DATABASE REPORT

Acquire and maintain a current copy of the California Department of Fish and Game's Natural Diversity Database (NDDB) Report for areas of the City, which is published two times a year. The Community Development Department and other City staff shall review the NDDB during the initial phase of all project proposals (private, public, and non-profit) to ascertain potential impacts to biological resources.

OS2 BIOLOGICAL RESOURCES REFERENCE-CENTER

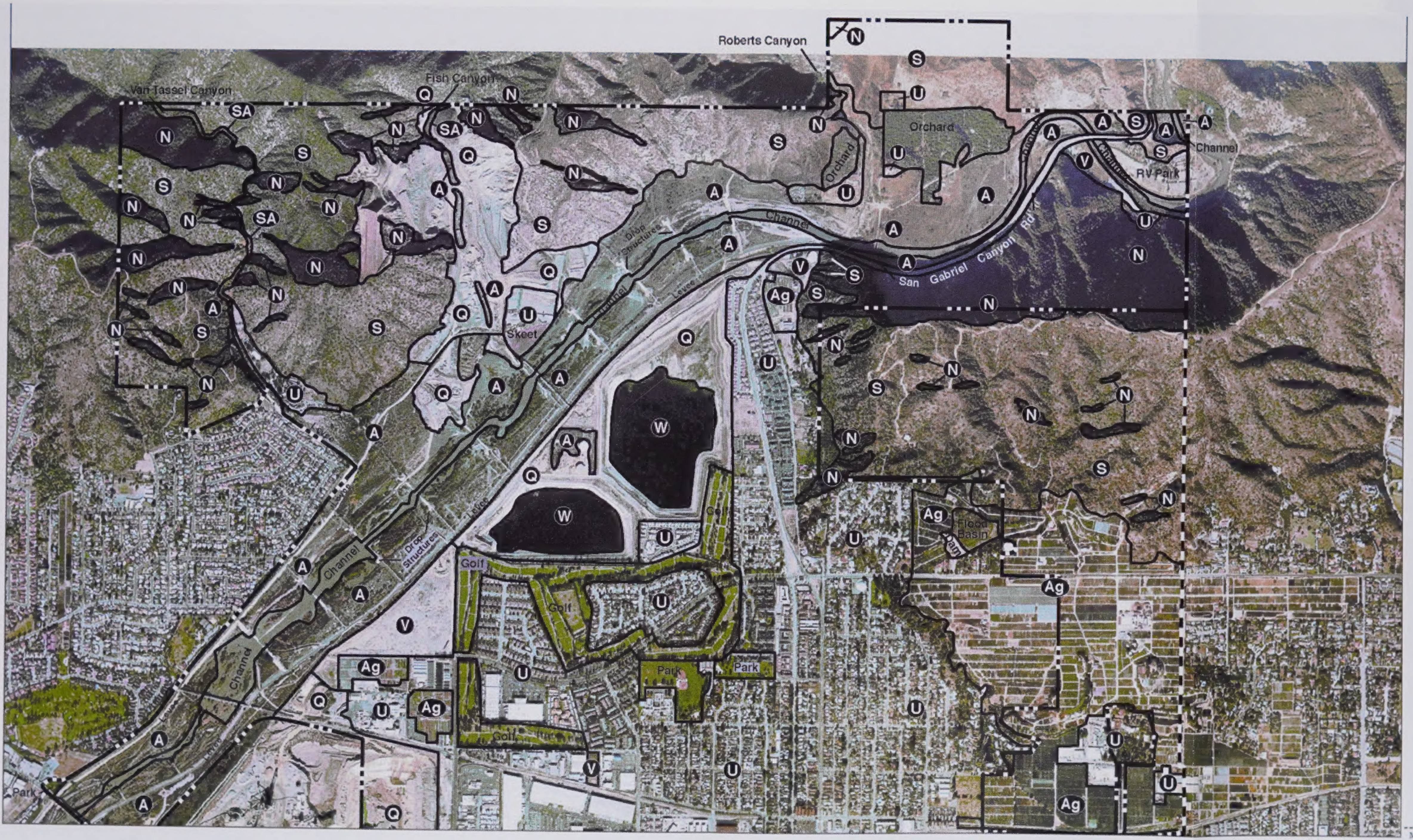
Establish a Biological Resources Reference Center for City staff to consult when reviewing development proposals. As reference materials, include the NDDB Report, related maps, Flora of California, Birds of the Western United States, and other publications recommended by the City Biologist.

OS3 DEVELOPMENT REQUIREMENTS

- Review Figure OS-3 and Figure OS-4 of the City's vegetation, plant communities, and sensitive habitats to guide land use designations and the initial review of all development proposals.

- Require developments occurring on undeveloped land to preserve a representative spectrum of habitats on a project site, including "building-friendly" flat or level areas, not just the unbuildable steep slopes and ridgelines. The percent of habitats preserved, versus the percent developed shall be determined based on site-specific studies that focus on maintaining biodiversity, and functions and values for wildlife.

- Review proposed projects near undeveloped areas to evaluate their conformance with the following standards:
  - All development plans shall fully consider the nature of existing biological resources and all measures shall be taken to avoid impacts, including retention of sufficient natural open space and undeveloped buffer zones.
  - Proposed residential, commercial, industrial development that is not contiguous to existing urban areas should be discouraged, unless measures are taken to fully consider biological resources. Instead, seek uses that are passive in nature and compatible with protection of biological resources.
  - The City Council and Planning Commission could exercise its authority to deny general plan amendments or any other land use requests in undeveloped or vacant areas that support biological resources and direct applicants to study other sites or land use proposals.
  - Development should be designed and sited to preserve watercourses, riparian habitat, vernal pools, wetlands, isolated waters and wetlands, and adjacent uplands and natural habitat in a natural.
  - An adequate buffer should protect streams, riparian habitats, all wetlands, waters, and sensitive habitats with a minimum 100-foot protection zone from the edge of the tree, shrub, or herb canopy.
  - Development near the river, canyons, or foothills should incorporate continuous, undisturbed habitat linkages (wildlife corridors) to adjacent areas.


Roberts Canyon
Van Tassel Canyon
Fish Canyon
Orchard
Channel
RV Park
San Gabriel Canyon Rd
Drop Structures
Levee
Skeet
Golf
Park
Flood Basin
Dam
Matchline
Matchline

Source: Envicom Corporation, 2000

LEGEND:

—··— City of Azusa Boundary

- - - - - - Sphere of Influence Boundary

Habitats

U - Urbanized
V - Vacant
Q - Quarry
Ag - Nursery
W - Open Water
A - Alluvial Scrub & Woodland
S - South Slope Coastal Sage Scrub
N - North Slope Chaparral
SA - Southern Sycamore / Alder Riparian Woodland
Channel - Active Flow Channel San Gabriel River

Other Features

Parks
Golf
Skeet
Orchard
Concrete Drop Structures
Little Dalton Wash
Levees
Roads

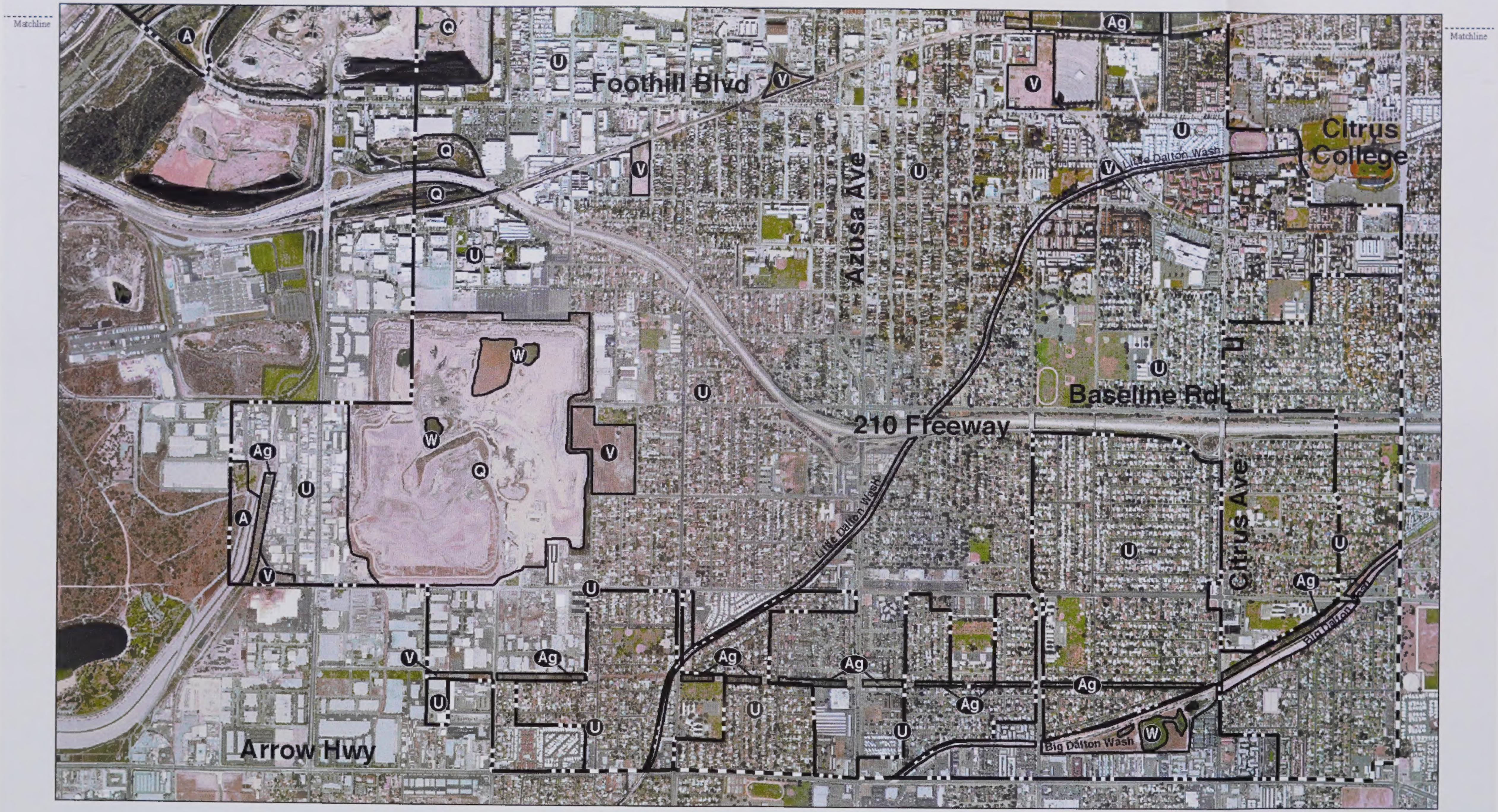
Scale in feet

0 500 1000 2000 3000

Vegetation Map – Northern Portion

GENERAL PLAN UPDATE

FIGURE OS-3


Matchline
Matchline
Foothill Blvd
Azusa Ave
Citrus College
Little Dalton Wash
Baseline Rd
210 Freeway
Citrus Ave
Little Dalton Wash
Big Dalton Wash
Big Dalton Wash
Arrow Hwy
A
Q
U
V
Ag
V
Q
Q
V
U
U
U
W
U
U
W
Ag
U
Q
V
A
V
U
U
Ag
Ag
V
Ag
Ag
U
Ag
Ag
U
U
U
W
U

Source: Envicom Corporation, 2000

LEGEND:

—·—·— City of Azusa Boundary

- - - - - - Sphere of Influence Boundary

Habitats

U - Urbanized	Ag - Nursery
V - Vacant	W - Open Water
Q - Quarry	A - Alluvial Scrub

Other Features

Little Dalton Wash

Big Dalton Wash

Vegetation Map – Southern Portion

GENERAL PLAN UPDATE

Scale in feet

0 500 1000 2000 3000

FIGURE OS-4

- Development near the river, canyons, or foothills should incorporate fences, walls, vegetative cover, or other measures to adequately buffer habitat areas, linkages or corridors from the built environment.
- Roads and utilities should be located and designed such that conflicts with biological resources, habitat areas, linkages or corridors are avoided.
- Development should utilize appropriate open space, deed restrictions, or conservation easements in order to protect biological diversity including sensitive and common species and their habitats.
- Development shall mitigate unavoidable adverse impacts to waters of the United States, wetlands, and riparian habitats, to both the Federal Clean Water Act and the California Fish and Game Code, Section 1600 et seq. and to the City's standards. An appropriate mitigation ratio shall be determined by the Staff Biologist to reduce significant impacts, as defined by the City's thresholds, to less than significant. This may require additional mitigation than required by the California Department of Fish and Game and/or Army Corps of Engineers in order to account for the diminished of habitat values. Replacement of habitat values and functions may occur on the original development site, an offsite location, by creation or restoration of replacement habitats elsewhere within the City, habitat mitigation banking, or other approved means. All mitigation lands shall be protected in perpetuity by transfer to the City's Land Trust, conservation organization, and/or provision for an appropriate conservation easement or fee dedication.
- Review all development proposals within the existing floodplain and adjacent areas to ensure compatibility with protection of biological resources.

OS4 BIOLOGICAL RESOURCES AND GEOGRAPHIC INFORMATION SYSTEM UPDATE

- Map the most important areas for preservation based on vegetation types, open space, and wildlife habitat. Sponsor a workshop in connection with other agencies to identify these areas. Work to fund the establishment of City Nature Preserves through programs sponsored by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, the Watershed Council, Department of Interior grants, mitigation banking, land exchanges, and developer fees.

- Place Figure OS-3 and OS-4 onto the City's Geographic Information System (GIS). Using the California Department of Fish and Game's (CDFG) database and other information available (e.g. California Native Plant Society's San Gabriel Chapter Rare Plant Chairperson, and Los Angeles/San Gabriel River Watershed Council), maps of sensitive elements shall be updated every six months. Sensitive elements are those defined by the California Department of Fish and Game, US Fish and Wildlife Service, Army Corps of Engineers, and/ or local experienced biologists.

OS5 BIOLOGICAL RESOURCES BACKGROUND REPORTS

Require all applicants for development to prepare a Biological Resources Background Report prior to application submittal for all projects that are proposed within natural areas and vacant rural areas. Applicants shall demonstrate to the City that project planning and design considers, avoids, and minimizes impacts to biological resources including common and sensitive species and habitats.

OS6 STAFF BIOLOGIST

Work with the San Gabriel Mountain Regional Conservancy to establish a contractual agreement with a biologist to:

- review development proposals and applications for proposed projects;
- update City Sensitive Element Maps and all other data sources;
- establish and facilitate an Azusa Land Trust;
- prioritize open space land acquisition;
- identify funding mechanisms; and
- work with the public in conservation projects.

OS7 BIOLOGICAL REVIEW COMMITTEE

Appoint local biological and natural resource experts (volunteers) to serve on a Biological Review Committee. The Committee shall meet regularly to review Biological Resources Background Reports, and CEQA and NEPA Environmental Documents (EIR, EA, EIS, etc.) to determine impacts to common as well as sensitive species and habitats within identified undeveloped areas specified above. The Committee shall make recommendations to the City Staff regarding compliance with state, federal, and local regulations and policies. In addition, the Committee shall develop reporting guidelines for all projects within the Biological Resource Area (BRA) Overlay Zones.

OS8 BIOLOGICAL RESOURCE PRESERVATION ORDINANCE

Adopt an ordinance stating that the areas illustrated in Figure OS-1, and its updated versions support valuable biological resources worthy of City preservation. All development proposals in the Biological Resource Areas shall be subject to standards developed by the Biological Review Committee. Figure OS-1 and its updates shall be put on a GIS base, and made available to City Staff and the public on the City's website to facilitate use in pre-project planning.

OS9 INTERAGENCY COORDINATION

- Work with public agencies and nonprofit groups (e.g. San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (aka RMC), Watershed Council, North East Trees, Friends of the River, and the San Gabriel Mountains Regional Conservancy (aks SGMRC) and private entities to develop a plan to protect a substantial portion of the areas illustrated in Figure OS-1 and update as open space and conservation areas change through easements and dedications as part of discretionary approvals, as mitigation land, as land trades, or other means.

- The City shall meet with state and federal resource agencies on a regular basis to determine suitable areas for restoration and the type of species most likely to benefit from such efforts. The Staff Biologist shall target state and federal funding programs to develop a management plan for a pilot project, in partnership with other organizations. These include, but are not limited to the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, National Audubon, Friends of the River, local corporations, or private entities. Upon completion and approval of the management plan, the pilot project shall be implemented using a combination of public and volunteer staff.

- Work with the San Gabriel Valley Council of Governments (SGVCOG) to identify and fund biologically beneficial projects, such as reuse of quarries. Appoint City representative(s) to the SGVCOG Environmental Quality Committee to improve links with environmental organizations and sources of funding. Participate in the Livable and Sustainable Communities grant and loan programs.

- Consider soliciting the participation of the San Gabriel River Task Force members to enhance natural habitat connectivity along the San Gabriel River between Santa Fe Dam and San Gabriel Canyon.

OS10 PRESERVATION ACQUISITION

Pursue funding, grants, etc. to preserve, through purchase or by affecting the purchase, the donation, or by other means (use of conservation easements), the habitat of "in-fact" endangered, rare, or threatened species[1].

OS11 OPEN SPACE CORRIDORS

Establish a network of open spaces along the City's natural drainages and riparian corridors and link significant biological habitats. Passive or low-impact recreational and educational uses, habitat restoration and watershed improvements of these sensitive habitat areas shall be allowed pending review by the City to ensure compatibility with biological resource protection.

OS12 BIOLOGICAL RESOURCES MITIGATION BANK CREDIT PROGRAM

Establish a citywide mitigation bank credit program and other funding sources for the operation of the Azusa Land Trust, including coordination with Trust for Public Land and other agencies and organizations.

OS13 OPEN SPACE DISTRICT

Participate in the study and establishment of an Open Space District in the San Gabriel Valley in cooperation with the San Gabriel Valley Council of Governments and the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy.

OS14 TRANSFER OF DEVELOPMENT CREDITS

Consider adopting an ordinance allowing TDCs.

OS15 STREET TREE AND PUBLIC SPACE LANDSCAPING PALETTE

Develop a list and descriptions of plants native to the southern California region that shall be used for street trees and landscaping of public spaces to provide places for native songbirds and other wildlife.

OS16 NATURAL AREAS WITHIN PUBLIC OPEN SPACE

Study, plan, and build small natural areas within the City's Parks including Canyon Park, City Park, Edward's Mini-Park, Gladstone Park, Jones Mini-Park, Memorial Park, Henry A. Williams/Northside Park, Pioneer Park, Slauson Park, Zacatecas Park. Native Habit Enhancement for parks of City of Azusa (in appendix) includes a brief description of each park, a conceptual plan for the "natural" habitat area, and a list of recommended native plants.

OS17 NATIVE PLANT PUBLIC EDUCATION

- Provide educational programs and seminars for residents, homeowners' associations, street and landscape maintenance crews, and others as requested in the use and care of native plants.
- Prepare a guide for homeowners on the use and care of native plants.
- Encourage homeowners who wish to utilize native plants for landscaping and in the creation of native habitat within their yards.

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[1] *Rarity, threat and endangerment are considered a matter of fact, not law. Plants or animals can therefore be treated as rare, threatened, or endangered, even if they are not officially listed as such.*

OS18 VACANT LAND NATIVE HABITAT

Work with landowners of vacant lots to establish native plant and wildlife habitats in the interim period until development occurs.

OS19 RIPARIAN/STREAM HABITAT DEVELOPMENT STANDARDS

- Development and grading of riparian/stream habitat shall be restricted to water-dependent uses and to road and utility crossing. Development shall:
    - minimize removal of vegetation, erosion, sedimentation, and runoff by use of Best Management Practices;
    - provide for sufficient passage of native and anadromous fish;
    - minimize wastewater discharges and entrapment;
    - prevent ground water depletion or substantial interference with surface and subsurface flows;
    - provide for natural vegetation buffers;
    - prevent the channelization of streams and other watercourses; and
    - provide for the preservation, creation, and/or enhancement of riparian corridors.
- Permit only the following uses within riparian/stream habitats and their buffer zones:
    - environmental and nature education and research, minimizing buildings and other structures;
    - passive (non-motorized) recreation;
    - trails and scenic overlooks on public land(s) if located outside of undeveloped buffer zones;
    - fish and wildlife management activities;
    - resource consumptive uses as provided for in the Fish and Game Code and Title 14 of the California Administrative Code;
    - bridges when supports are not in significant conflict with riparian resources; and
    - underground utilities.

OS20 IMPROVE BIOLOGICAL RESOURCE VALUE AND INTEGRITY

Support activities that improve the biological value and integrity of the City's natural resources through vegetation restoration, control of non-native plants and animals, and landscape buffering.

OS21 SGLARMC STRATEGIC PLAN

- The City shall consider recognizing the compatibility and desirability of adopting the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) Strategic Plan as an "adjunct" to the General Plan. The Strategic Plan would be integrated into the City's planning framework for the study, analysis, and permitting of projects that impact biological resources.
- Consider requiring all development proposals conduct a policy consistency analysis with the City's General Plan as well as the RMC Strategic Plan. If found inconsistent, the project could be redesigned, relocated, or altered by other means to be consistent with the intentions of the General Plan and the RMC Strategic Plan.

OS22 NATIVE HABITAT BUFFER ZONE

- Require all developments, including those that are in the planning process, but not yet approved, to establish a buffer zone of native habitat between the project grading footprint and the San Gabriel River.
- Preserve creek and stream corridors, ridgelines and canyons, as preliminarily identified in Figure OS-1 with buffer zones as a regional network of wildlife open space.

OS23 REINTRODUCING DECLINING OR EXTINCT-SPECIES

Attempt to conduct a study to assess the feasibility of increasing, or reintroducing extinct and declining species including southern steelhead, arroyo chub, Santa Ana speckled dace, Santa Ana sucker, coast range newt, foothill yellow-legged frog, San Bernardino mountain kingsnake, Hammond's (two-striped) garter snake, southwestern pond turtle, least Bell's vireo, southern willow flycatcher, and others. Funding shall be through grant programs including the state's Urban Stream Restoration Program.

OS24 EXOTIC PEST PLANT CONTROL

Prepare a plan for exotic pest plant control of giant reed (Arundo donax), castor-bean (Ricinus communis), and others as they become known using information provided by knowledgeable individuals and organizations such as the California Exotic Pest Plant Council (CalEPPC).

OS25 HABITAT STUDIES ON QUARRY SITES

As abandoned mining sites emerge, conduct an inventory of the sites in the City and review applicable regulations regarding allowable uses. Contact the mining companies to request permission to perform a field survey of the existing plant, soil, and water conditions to compile a list of potential native plants and species for each site. Provide incentives to the mining companies in exchange for funding the enhancement of the abandoned mines such as expediting future applications for the final land uses of the sites. Make an agreement, as appropriate, with CDFG and USFWS that these areas are considered temporary wildlife sites, until such time when the mining companies propose alternative land uses and conduct CEQA analysis based on pre-enhancement conditions.

OS26 RESTORATION FUNDING

Seek funding or other incentives to encourage the full ecological restoration of any site where the results would be above, and beyond that required by the State and other governing regulations and laws for reclamation.

OS27 OAK TREE PRESERVATION ORDINANCE

Adopt an oak tree preservation ordinance that includes, among other things, limiting the removal of oak trees, and establishing a replacement criteria for removed trees.

Projects that could realistically be completed in the next five years:

1. Establish the Biological Resource Areas and City Nature Preserves.
2. Establish a Land Banking Trust.
3. Create small areas of native habitat on public lands including parks, street parkways and medians.
4. Integrate and find the common ground between the RMC plans, other agency plans, and City plans.
5. Establish the palette of native species to be used.
6. Adopt an Oak tree Preservation Ordinance

Open Space and Biological Resources Program Implementation Matrix
(Part 1 of 2)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., and/or Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									**Schedule *** as funding permits
OS1	Natural Diversity Database Report		●													●									2004
OS2	Biological Resources Reference Center		●													●									2004
OS3	Development Requirements		●													●				●				●	Ongoing
OS4	Biological Resources and Geographic Information System Update	●														●									2005
OS5	Biological Resources Background Reports		●																					●	Ongoing
OS6	Staff Biologist		●													●								●	Ongoing
OS7	Biological Review Committee		●													●								●	Ongoing
OS8	Biological Resource Preservation Ordinance		●													●									2005
OS9	Interagency Coordination	●	●					●					●			●								●	Ongoing
OS10	Preservation Acquisition	●	●					●								●		●				●	●	●	Ongoing
OS11	Open Space Corridors		●													●									Ongoing
OS12	Biological Resources Mitigation Bank Credit Program		●													●		●						●	2009
OS13	Open Space District		●					●										●						●	2009

Open Space and Biological Resources Program Implementation Matrix (Part 2 of 2)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech. and/or Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
OS14	Transfer of Development Credits		●					●								●		●						●	2009
OS15	Street Tree and Public Space Landscaping Palette		●													●		●						●	2005
OS16	Natural Areas Within Public Open Space		●					●								●		●		●				●	Ongoing
OS17	Native Plant Public Education		●					●								●		●						●	Ongoing
OS18	Vacant Land Native Habitat		●													●		●						●	Ongoing
OS19	Riparian/Stream Habitat Development Standards		●													●									Ongoing
OS20	Improve Biological Resource Value and Integrity		●													●									Ongoing
OS21	SGLARMC Strategic Plan		●													●									Ongoing
OS22	Native Habitat Buffer Zone		●													●									Ongoing
OS23	Reintroducing Declining or Extinct Species		●													●								●	2009
OS24	Exotic Pest Plant Control	●						●								●		●						●	2009
OS25	Habitat Studies on Quarry Sites		●													●								●	Ongoing
OS26	Restoration Funding							●								●		●							Ongoing
OS27	Oak tree preservation ordinance		●										●			●									2005

Geology Hazards

Statutory Requirements

Government Code Section 65302 (g) states the following:

> *"The General Plan shall include a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope stability leading to mudslides and landslides; subsidence and other geological hazards known to the legislative body; flooding and wild land and urban fires."*

Geology Hazards Big Ideas

The Big Ideas for the Geologic Hazards Element are:

- update and redefine liquefaction hazard areas;
- post hazard maps on the City web site;
- prepare natural resources curriculum for schools;
- natural hazards preparedness to neighborhood watch;
- establish periodic tours of aggregate mines; and
- conduct natural disaster preparedness public education programs.

Geology Hazards Existing Conditions

Geology conditions in and around Azusa are reflected in the nature of the steep mountains, low foothills, and relatively flat valleys that make up the city area. There are some geologic conditions that benefit the community and some that can cause problems if proper precautions are not taken (Figure Geo-1).

In the northwest and north mountainous areas of the City, the land is generally too steep and bedrock is too unstable for most construction. Construction is possible in selected areas of the mountains, but many precautions must be taken to avoid land sliding, severe erosion, and earthquake shaking hazards. Azusa's foothills just northeast and east of the central City are less steep and more stable than the mountains. While there is, therefore, more potential for safe development, some slope stability, erosion and mudflow potential remains in certain areas. Potential movement on some earthquake faults will provide challenges for certain types of construction (e.g., such faults as were discovered in the Monrovia Nursery area).

Flatter valley areas make up most of the City. Sand and gravel mining at two locations have provided mineral resources for the Valley area. Expansion of mining activities is technically possible if done in a way to minimize slope stability hazards to surrounding properties and important facilities such as roads and utilities. Potential earthquake fault hazards also exist for the valley area and must be considered carefully for safe future growth of educational, health care, commercial, industrial, and residential development.

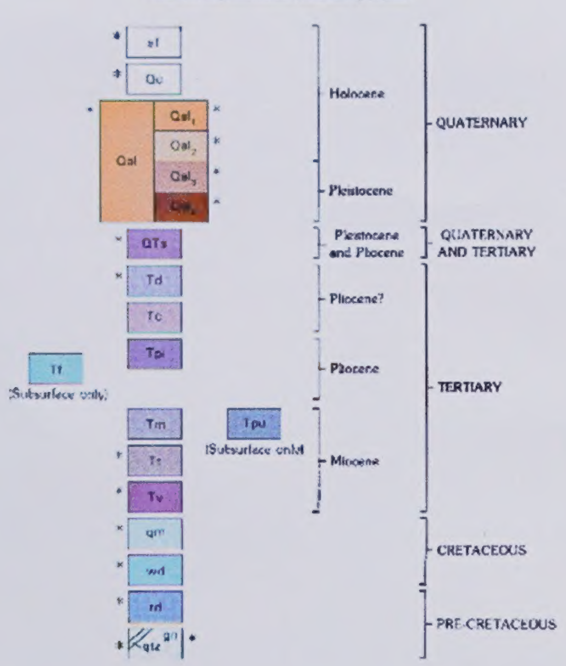
The valley also has a relatively shallow groundwater table that is pumped for public use. The hazard of liquefaction, where a buried saturated sand layer liquefies during an earthquake, is present over nearly all of the City's valley due to the shallow water and strong earthquake shaking potential. Further study may reduce the current liquefaction hazard area.

The water supply in the City is safe, but some of the groundwater lying in aquifers under the City has been contaminated. These areas of contamination are known and programs are in place to clean the water.

Flooding potential exists in the City areas near the San Gabriel River for extraordinary storm rainfall and runoff. By regulation, development must re-

CORRELATION OF MAP UNITS

Units on map and sections indicated by asterisk



af
Qc
Qal
Qal1
Qal2
Qal3
Qal4
QTs
Td
Tc
Tpi
Tt
(Subsurface only)
Tm
Tt
Tv
Tpu
(Subsurface only)
qm
wd
rd
qtz
gn
Holocene
Pleistocene
QUATERNARY
Pleistocene and Pliocene
QUATERNARY AND TERTIARY
Pliocene?
Pliocene
Miocene
TERTIARY
CRETACEOUS
PRE-CRETACEOUS

* Tt TOPANGA FORMATION (MIOCENE)—Tan to brown or reddish-brown interbedded conglomeratic sandstone, sandstone, and shale. Ttv, intercalated volcanic flows

* Tv VOLCANIC ROCKS (MIOCENE)—Extensive flows and dikes of black dense basalt and andesite. As mapped, includes outcrops of intrusive rocks, most too small to differentiate

* qm QUARTZ MONZONITE AND GRANODIORITE (CRETACEOUS)—Gray to tan fine- to medium-grained intrusive rocks

* wd WILSON DIORITE OF MILLER (1934) (CRETACEOUS)—Gray hornblende-biotite-quartz diorite

* rd RUBIO DIORITE OF MILLER (1934) (PRE-CRETACEOUS)—Black to black-and-white hornblende-rich diorite

* qtz gn GNEISS (PRE-CRETACEOUS)—Tan to gray or black banded quartzofeldspathic gneiss and local schist and calc-silicate gneiss and hornfels. qtz, quartzite beds

CONTACT

FAULT—Showing dip. Dashed where approximately located; dotted where concealed; queried where inferred. Arrows show direction of relative movement

STRIKE AND DIP OF BEDS

STRIKE OF VERTICAL BEDS

STRIKE AND DIP OF OVERTURNED BEDS

LANDSLIDE—Showing direction of movement

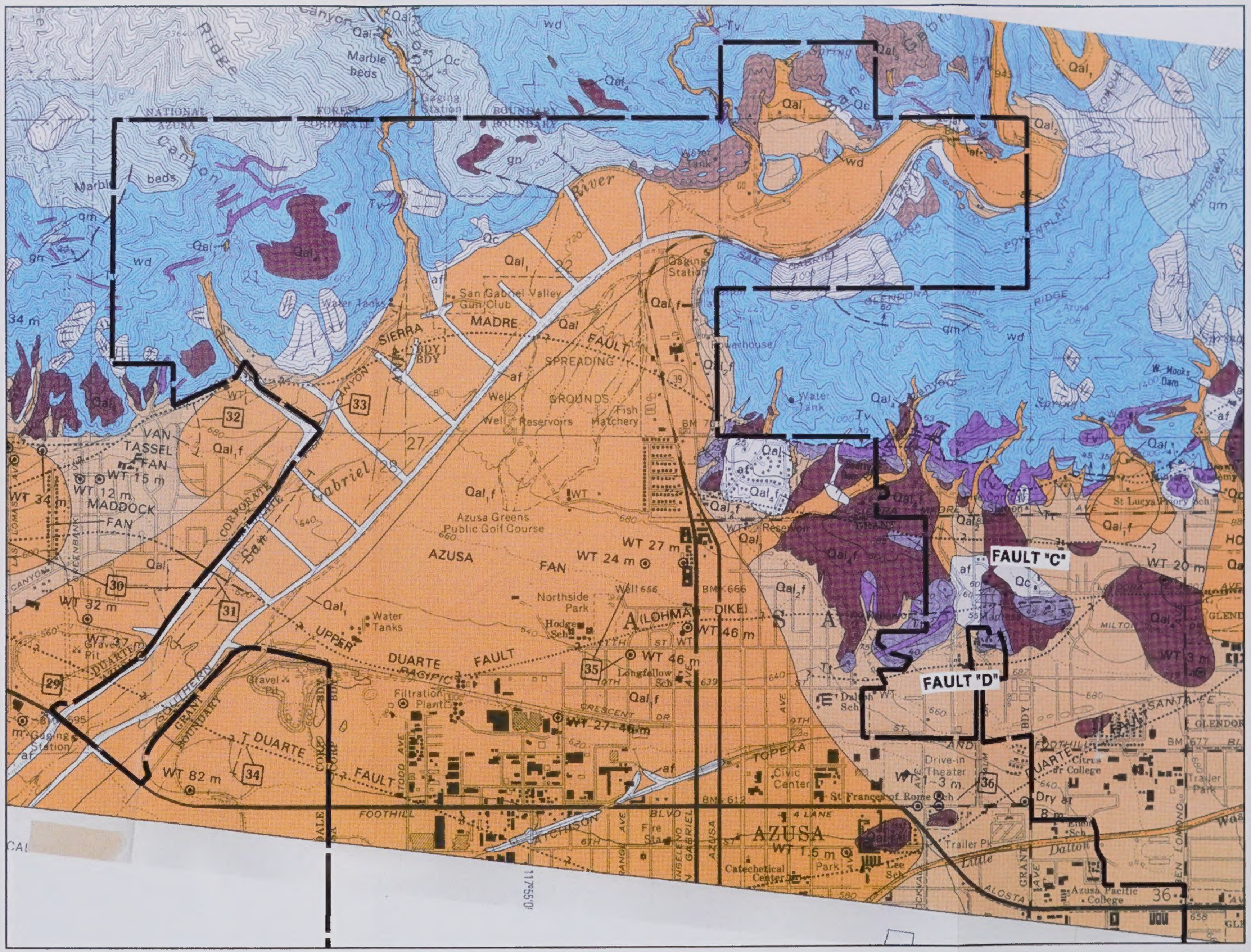
(49) LOCALITY OF DIRECT EVIDENCE FOR QUATERNARY FAULTING

24 LOCALITY OF INDIRECT EVIDENCE FOR QUATERNARY FAULTING

WT 32 m WATER WELL OR EXPLORATORY BOREHOLE—Showing pertinent data. WT, water table

LINE OF GEOPHYSICAL SURVEY

D D' LINE OF CROSS SECTION



NATIONAL FOREST BOUNDARY
San Gabriel River
SAN GABRIEL CANYON
SIERRA MADRE FAULT
UPPER DUARTE FAULT
DUARTE FAULT
FAULT "C"
FAULT "D"
VAN TASSEL FAN
MADDOCK FAN
AZUSA FAN
SPREADING GROUNDS
Azusa Greens Public Golf Course
San Gabriel Valley Gun Club
Fish Hatchery
Reservoirs
Water Tanks
Filtration Plant
Gravel Pit
Northside Park
Hodge Sch
Longfellow Sch
Dalton Sch
Drive-in Theater
Citrus College
Azusa Pacific College
Civic Center
St Frances of Rome Sch
St Lucy's Priory Sch
Trailer Park
SOUTHERN PACIFIC
ATCHISON
FOOTHILL BLVD
AZUSA
WT 34 m
WT 15 m
WT 12 m
WT 32 m
WT 37 m
WT 82 m
WT 27 m
WT 24 m
WT 46 m
WT 27-46 m
WT 20 m
WT 3 m
WT 1-3 m
WT 1.5 m
Qal
Qal1
Qal2
Qal4
Qal f
Qc
af
gn
qm
wd
Tv
Tt
29
30
31
32
33
34
35
36
117°55'0"

Source: Crook et al., 1987

Scale in feet
0 500 1000 2000 3000

Geologic Map

GENERAL PLAN UPDATE

FIGURE GEO-1

main out of the 100-year flood plain boundaries. This hazard can be controlled by existing or new-engineered barriers that contain the water in the channel. Also it is considered a fairly low potential for a severe earthquake to cause flooding due to the failure of Morris, San Gabriel, and/or Cogswell Dams.

Geologic Hazard Planning Issues are:

- All in all geology, soils, earthquake, and water conditions are well understood, which will allow City planners to make sound decisions regarding the path for future growth in the City.
- If the latest Uniform Building Code practices and State/County hazards maps are considered, redevelopment and new development can be accomplished safely.
- The greatest constraints on new development will be in the mountainous areas and the least will be in the valley area away from active earthquake faults.
- The foothill areas and valley areas near active faults will require special precautions; the City has considered these previously.
- Ongoing and future programs will assure the safety of groundwater and clean up of existing water contamination.
- Flood risks are primarily associated with areas very near the San Gabriel River, but can be a concern in small foothills canyons, and near drainage structures (e.g., culvert, inlet and outlet features).
- There are opportunities to further develop sand and gravel resources in a manner compatible with City goals.

Vision

Azusa residents, businesses, and property will be protected from naturally occurring hazards.

Geology Hazards Goals and Policies

GOAL

1 ENSURE THE CONTINUED FUNCTIONING OF ESSENTIAL (CRITICAL, SENSITIVE AND HIGH-OCCUPANCY) FACILITIES FOLLOWING A DISASTER; HELP PREVENT LOSS OF LIFE FROM THE FAILURE OF CRITICAL AND SENSITIVE FACILITIES IN AN EARTHQUAKE; AND HELP PREVENT MAJOR PROBLEMS FOR POST-DISASTER RESPONSE, SUCH AS DIFFICULT OR HAZARDOUS EVACUATIONS OR RESCUES, NUMEROUS INJURIES, AND MAJOR CLEANUP OR DECONTAMINATION OF HAZARDOUS MATERIALS.

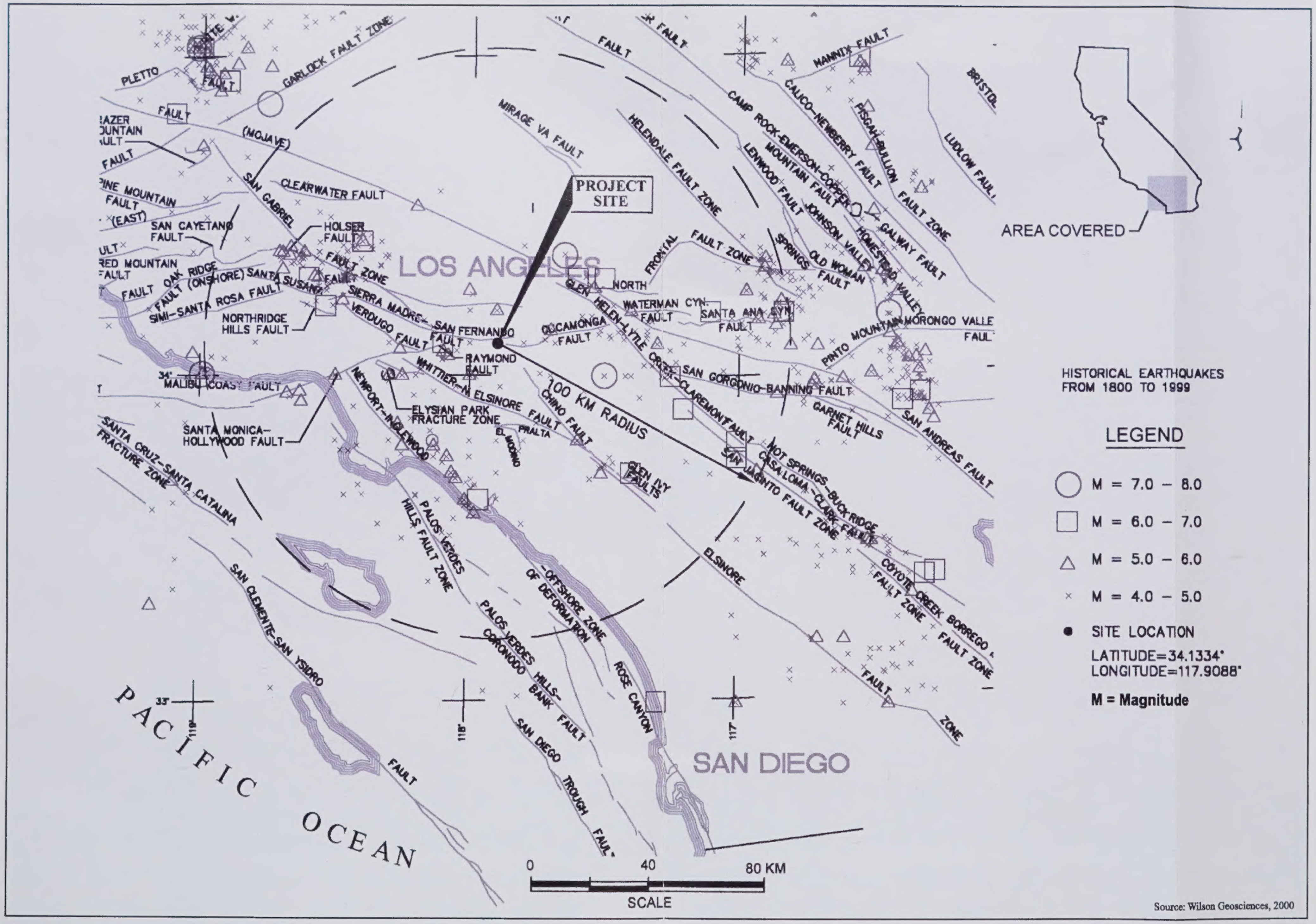
POLICIES

1.1 Require that earthquake survival and efficient post-disaster functioning are primary concerns in the siting, design and construction standards of essential facilities. (Geo1, Geo4, Geo13, and Geo17)

1.2 Require that proposed essential facilities apply the most current professional standards for seismic design and be subject to seismic review, including detailed site investigations for faulting, liquefaction, ground motion characteristics, and slope stability. (Geo1, Geo2, Geo4, Geo5, Geo13, and Geo27)

1.3 Prohibit the location of Critical Facilities within an identified active fault zone or potentially active fault zone of concern (or future Alquist-Priolo Earthquake Fault Zone, Figure Geo- 2), unless it is determined by a qualified geologic engineer that a closer location will not result in undue risks based on detailed site investigations. (Geo1, Geo11, Geo14, and Geo27)

1.4 Prohibit the location of Sensitive and High-Occupancy facilities within 100 feet of the identified active fault zone or potentially active fault zone of concern, unless it


PROJECT SITE
LOS ANGELES
SAN DIEGO
PACIFIC OCEAN
100 KM RADIUS
GARLOCK FAULT ZONE
PLETTO
(MOJAVE)
SAN GABRIEL
CLEARWATER FAULT
PINE MOUNTAIN FAULT
SAN CAYETANO FAULT
HOLSER FAULT
RED MOUNTAIN FAULT
OAK RIDGE FAULT (ONSHORE)
SANTA SUSANA FAULT ZONE
SIMI-SANTA ROSA FAULT
NORTHRIDGE HILLS FAULT
SIERRA MADRE-SAN FERNANDO FAULT
VERDUGO FAULT
RAYMOND FAULT
MALIBU COAST FAULT
SANTA MONICA-HOLLYWOOD FAULT
SANTA CRUZ-SANTA CATALINA FRACTURE ZONE
WHITTIER-ELSINORE FAULT
NEWPORT-INGLEWOOD
ELYSIAN PARK FRACTURE ZONE
EL MODENO
PRALTA
CHINO FAULT
GLEN IVY FAULTS
CUCAMONGA FAULT
NORTH FRONTAL FAULT ZONE
WATERMAN CYN. FAULT
SANTA ANA SYN. FAULT
HELEN-LYTLE CREEK
SAN GORGONIO-BANNING FAULT
CLAREMONT FAULT
SAN JACINTO FAULT ZONE
HOT SPRINGS-BUCK RIDGE
CASA LOMA-CLARK FAULT
GARNET HILLS FAULT
SAN ANDREAS FAULT
COYOTE CREEK BORREGO
FAULT ZONE
ELSINORE FAULT ZONE
MIRAGE VA FAULT
HELENDALE FAULT ZONE
LENWOOD FAULT
CAMP ROCK-EMERSON-COPPER MOUNTAIN FAULT
JOHNSON VALLEY
OLD WOMAN SPRINGS FAULT
CALICO-NEWBERRY FAULT
PISGAH-BULLION FAULT ZONE
HOMESTEAD VALLEY
GALWAY FAULT
MANNIX FAULT
BRISTOL
LUDLOW FAULT
PINTO MOUNTAIN
MORONGO VALLEY FAULT
PALOS VERDES HILLS FAULT ZONE
OFFSHORE ZONE OF DEFORMATION
PALOS VERDES HILLS-CORONADO BANK FAULT
SAN DIEGO TROUGH FAULT
ROSE CANYON
SAN CLEMENTE-SAN YSIDRO FAULT
34°
33°
118°
117°
119°
0
40
80 KM
SCALE
AREA COVERED
HISTORICAL EARTHQUAKES FROM 1800 TO 1999
LEGEND
○ M = 7.0 – 8.0
□ M = 6.0 – 7.0
△ M = 5.0 – 6.0
× M = 4.0 – 5.0
● SITE LOCATION
LATITUDE=34.1334°
LONGITUDE=117.9088°
M = Magnitude

Source: Wilson Geosciences, 2000

Regional Fault and Earthquake Epicenter Map

GENERAL PLAN UPDATE

FIGURE GEO-2

is determined by a qualified geologic engineer that a closer location will not result in undue risks based on detailed site investigations. (Geo1, Geo2, Geo11, Geo14, and Geo27)

1.5 Attempt to locate Critical and Sensitive structures in areas with continuous road access where utility services can be maintained in the event of an earthquake. (Geo1, Geo10, and Geo27)

1.6 Encourage owners of existing Critical and Sensitive Facilities with significant seismic vulnerabilities to upgrade, relocate or phase out the facilities as appropriate. (Geo4 and Geo17)

1.7 Incorporate planning for potential seismic incidents affecting Critical, Sensitive and High-Occupancy Facilities into the City's contingency plans for disaster response and recovery. (Geo17, Geo24, Geo26, and Geo27)

1.8 Require that all existing essential facilities located in areas of potential geologic, seismic and soils hazards maintain emergency response plans, with contingencies for all appropriate hazards. (Geo6, Geo7, Geo8, Geo9, Geo11,Geo17, Geo26, Geo28, and Geo30)

Hazardous Structures

GOAL

2 MINIMIZE TO THE GREATEST EXTENT FEASIBLE THE LOSS OF LIFE, SERIOUS INJURIES, AND MAJOR SOCIAL AND ECONOMIC DISRUPTION CAUSED BY THE COLLAPSE OF, OR SEVERE DAMAGE TO, VULNERABLE STRUCTURES (E.G., BUILDINGS, BRIDGES, WATER STORAGE FACILITIES, KEY RAILROAD COMPONENTS) RESULTING FROM AN EARTHQUAKE.

POLICIES

2.1 Re-evaluate the seismic review procedures for tilt-up structures and other potentially hazardous buildings in the City at appropriate points in the structures' history to ensure their seismic integrity. (Geo4, Geo6, Geo7, Geo8, and Geo15)

2.2 Establish incentives for owners of potentially hazardous buildings[2] that would serve to encourage the seismic retrofitting of vulnerable structures. (Geo4)

Flooding and Drainage

GOAL

3 PROTECT LIVES AND PROPERTY AND ENSURE THAT STRUCTURES PROPOSED FOR SITES LOCATED ON FLOOD PLAINS SUBJECT TO THE 100-YEAR FLOOD ARE PROVIDED ADEQUATE PROTECTION FROM FLOODS WHILE PRESERVING AS OPEN SPACE IN THOSE AREAS THAT CANNOT BE MITIGATED FOR FLOOD HAZARD.

POLICIES

3.1 Support a multi-use concept of flood plains, flood-related facilities, and waterways, including, where appropriate, the following uses flood control, groundwater recharge, open space, nature study, habitat preservation, pedestrian, equestrian, and bicycle circulation, and outdoor sports, and recreation. (Figure Geo-3) (Geo12 through Geo20)

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[2] *Examples of hazardous structures include: Non-ductile concrete frame buildings; inadequately designed precast/tilt-up construction; multi-story buildings with soft structures; inadequately designed structures with geometric irregularities, mobile homes, residential buildings or other structures not properly secured to their foundations; dilapidated buildings; buildings with unusual interior and exterior nonstructural hazards; bridges, over passes, tunnels; dams and water tanks.*

3.2 Where feasible, given flood control requirements, maintain the natural condition of waterways and flood plains to ensure adequate groundwater recharge and water quality, preservation of habitat, and access to mineral resources. (Geo13 through Geo20)

3.3 Coordinate with the U.S. Army Corps of Engineers and Los Angeles County throughout construction, mitigation, and operation of the various components/projects that will directly affect the City and Sphere of Influence Area. (Geo13 through Geo20)

3.4 Support the intent of the County of Los Angeles' flood control policies as specified in the County General Plan. The County's detailed flood policies specify a range of protective measures, encourage coordination among jurisdictions, and acknowledge the need for a multi-use concept of streams and creeks. (Geo13 through Geo20)

3.5 Cooperate with all public and private agencies involved to ensure that flood control improvements do not disrupt environmentally sensitive areas beyond a level of basic necessary mitigation. (Geo13 through Geo20)

Emergency Preparedness and Education

GOAL

4 DURING A DISASTER, PROVIDE AN EFFECTIVE EMERGENCY RESPONSE THAT LIMITS THE LOSS OF LIFE AND CURTAILS PROPERTY DAMAGE AND SOCIAL DISLOCATION (I.E. HOMELESSNESS); ENHANCES EMERGENCY PREPAREDNESS THROUGH COMMUNITY EDUCATION AND SELF-HELP PROGRAMS; AND MINIMIZE TO THE GREATEST EXTENT FEASIBLE SERIOUS DAMAGE AND INJURIES THROUGH EFFECTIVE HAZARD MITIGATION.

POLICIES

4.1 Ensure that emergency preparedness is the mutual responsibility of City agencies, residents, schools, and the business community. (Geo20, Geo23, Geo25, Geo26, Geo29, Geo30, and Geo31)

4.2 Incorporate three elements into the City's emergency preparedness program: hazard mitigation, disaster response, and resident, business and industry self-sufficiency/mutual support. (Geo19 through Geo25, and Geo30)

4.3 Periodically evaluate the appropriateness and effectiveness of the City's disaster response plans and update these as necessary. (Geo19, Geo23, Geo29, and Geo30)

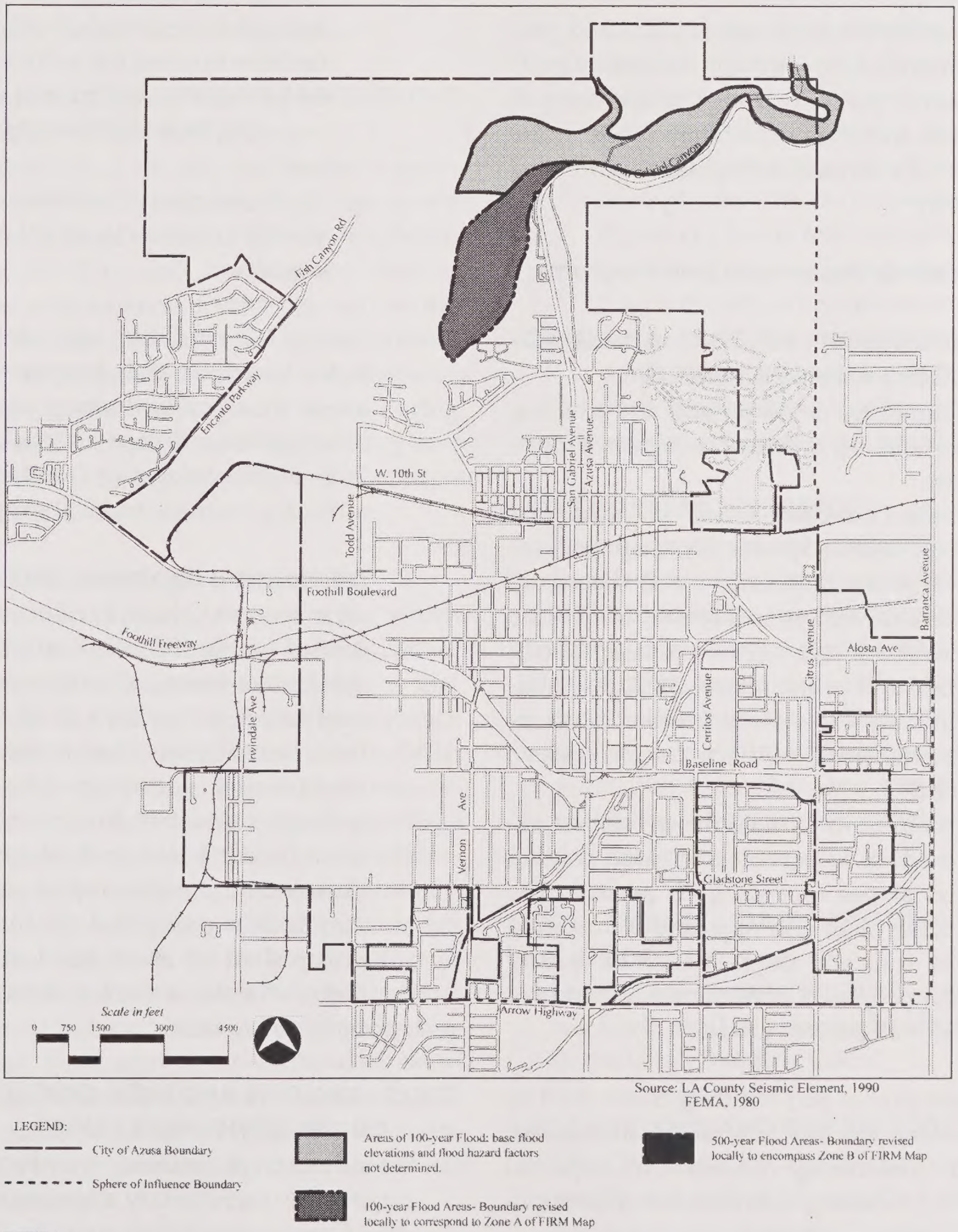
Post-Disaster Reconstruction

GOAL

5 ENCOURAGE THE PREPARATION OF A PLAN TO FACILITATE THE RAPID AND EFFECTIVE RECOVERY OF THE CITY FOLLOWING AN EARTHQUAKE. IDENTIFY ALTERNATIVE FINANCING SOURCES FOR THE REPAIR AND RECONSTRUCTION OF DISASTER RELATED DAMAGE.

POLICIES

5.1 Participate in the development of programs and procedures that emphasize coordination between appropriate public agencies and private entities, promote the rapid reconstruction of the City following an earthquake, and facilitate an upgrading of the built environment, as opportunities allow. (Geo19, Geo23, Geo29, and Geo30)


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Vernon Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500
LEGEND:
City of Azusa Boundary
Sphere of Influence Boundary
Areas of 100-year Flood: base flood elevations and flood hazard factors not determined.
100-year Flood Areas- Boundary revised locally to correspond to Zone A of FIRM Map
500-year Flood Areas- Boundary revised locally to encompass Zone B of FIRM Map

Source: LA County Seismic Element, 1990
FEMA, 1980

Flood Plain Boundary Map

GENERAL PLAN UPDATE

FIGURE GEO-3

5.2 Establish the mitigation of earthquake hazards as a high priority for City programs, both before and after an earthquake. (Geo1, Geo3, Geo19 through Geo22, and Geo30)

5.3 Ensure the development of plans and procedures that allow the City to declare itself a disaster area and receive its fair share of federal and state emergency funds in the event of a serious earthquake. (Geo19 and Geo30)

Geology Hazards Implementation Programs

GEO1 DEVELOPMENT , BUILDING, AND GRADING CODES AND ORDINANCES

- The building, development, and grading codes shall be amended, where appropriate, to:
  - reflect standards modified by the policies herein. Specifically, they shall incorporate standards for a) the siting, seismic design, and review of Critical, Sensitive and High-Occupancy Facilities; and b) the review of slope stability and soil hazards for new developments prior to discretionary review; and
  - prohibit construction on slopes exceeding 50 percent and mass grading on slopes exceeding 25 percent. The codes shall also require the clustering of units and the reduction of density for proposed developments sited on a 15—25 percent grade.

- Development and building codes shall be amended for the dam failure inundation area to encourage discretionary approval of the Planning Commission and applicable review criteria for:
  - The limited expansion of Critical Facilities. New construction of Critical Facilities in a potential dam failure inundation area shall be prohibited;
  - Sensitive Facilities including: nursing homes, senior citizen housing and other low-mobility uses, where rapid evacuation capabilities may be inhibited; and commercial and industrial facilities housing hazardous materials, or potentially hazardous operations requiring safe shutdown procedures; and
  - High-occupancy Facilities and all assembly occupancies of 100 or more occupants.

- Amend the building and development codes to ensure that proposed developments incorporate drainage systems and appropriate landscape materials designed to prevent geologic and soils instability, including bedrock and soil slippage.

- Development regulations shall be amended to prevent Critical Facilities from being located within 150 feet of an identified active fault or potentially active fault of concern found in the City's database or from field investigation. This distance may be modified if it is determined by a qualified geologic consultant that no adverse risk would occur based on field surveys, borings, and other relevant data and analysis. Any building intended for human occupancy shall be constructed at least fifty feet from either side of an active or potentially active fault.

GEO2 SENSITIVE AND HIGH-OCCUPANCY FACILITIES SITING NEAR FAULTS

Sensitive and High-Occupancy Facilities shall require the discretionary approval of the Planning Commission if they are to be sited within 150 feet of an identified active fault or potentially active fault of concern. In any case Sensitive and High Occupancy Facilities shall not be allowed within 100 feet of either side of an active or potentially active fault. This distance may be modified if it is determined by a qualified geologic consultant that no adverse risk would occur based on field surveys, borings, and other relevant data and analysis.

GEO3 MANUFACTURED SLOPES PREVENTATIVE MAINTENANCE PROGRAM

Developers shall be responsible for supplying a preventative maintenance program for all manufactured (cut and fill) slopes. Additionally, the City shall consider the creation of slope maintenance districts as well as the implementation of a developer-sponsored 10-year slope failure warranty requirement. Inspection and maintenance of slopes during this period, including grading, planting and irrigation, will be provided for by association fees and CC&Rs.

GEO4 SEISMIC UPGRADE ORDINANCE

- Consider adopting an ordinance, which includes: 1) incentives for the upgrading of seismically hazardous structures that would include priorities for the sequence of enforcement; 2) structural standards for seismic upgrading; 3) options or requirements for early anchoring of buildings to provide an initial level of reinforcement at an early stage of seismic retrofit; 4) incorporating concepts and provisions of the State Code for historic buildings to provide additional flexibility for preservation of historic buildings while protecting them from significant earthquake damage; 5) time schedule for enforcement; and 6) procedures for the posting and maintenance of warning signs on hazardous structures.

- Consider establishing a special incentive and recognition program for buildings reinforced under the hazardous buildings ordinance, which could employ plaques or certificates that can be displayed on or in a reinforced building.

- Maintain an awareness of other types of structures that may, over time, be considered by engineers, and through the use of state-of-the-art techniques, to be seismically hazardous. Develop programs for the reduction of these seismic hazards. For example, the City may consider the modification of the current ordinance to require concrete tilt-up and concrete frame buildings built before enactment of the current seismic codes to meet basic seismic standards before a change in use or occupancy level is approved, or when significant alteration or repair is proposed.

GEO5 LIQUEFACTION REPORT

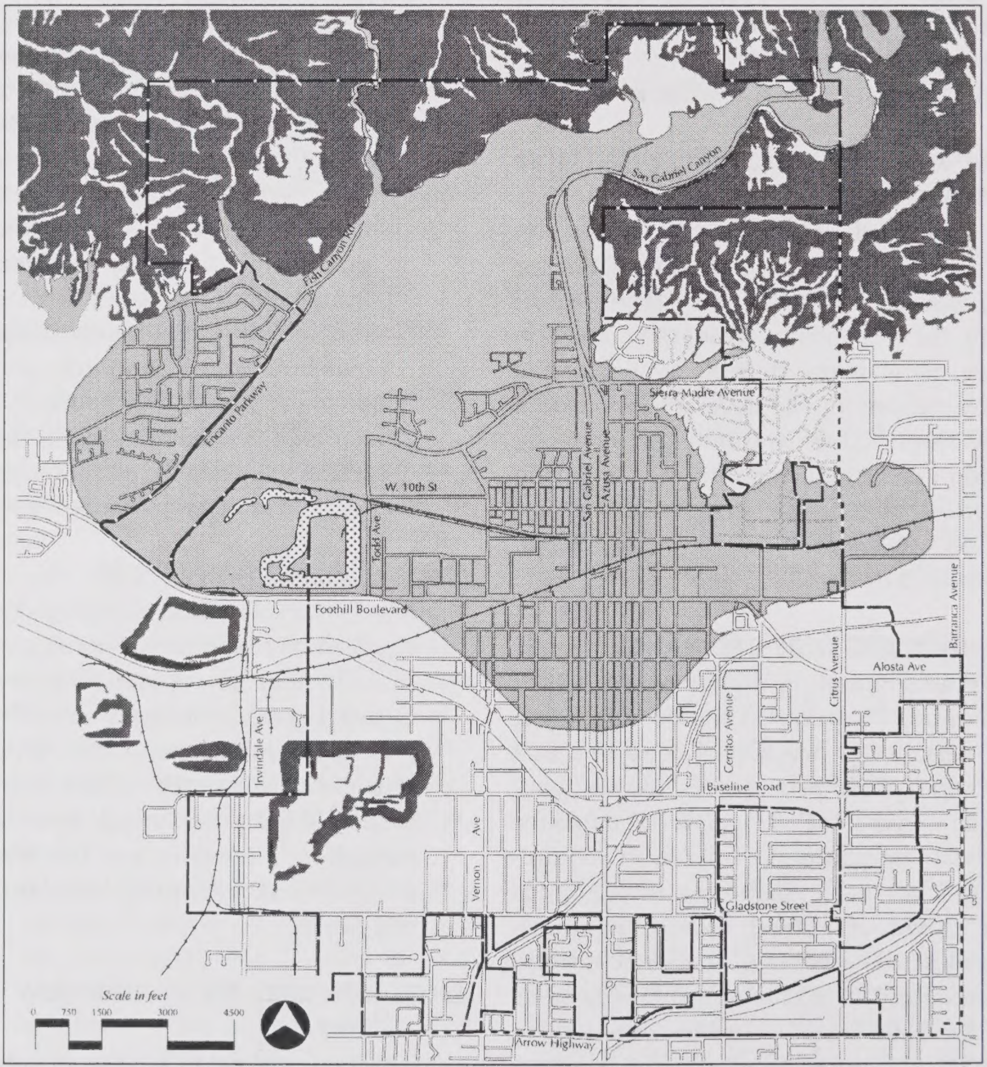
Require development applicants to prepare a liquefaction report for proposed projects located in liquefaction susceptibility zones (Figure Geo-4). Liquefaction reports shall be prepared prior to the preparation of development plans or tentative tract maps. These reports will be used to help assure that adequate liquefaction mitigation is possible, and that the proposed mitigation is built into the initial project layout and design.

GEO6 UPDATE STATE UNIFORM BUILDING CODE

Seismic revisions to the State Uniform Building Code shall be reviewed and implemented in the City's Building Code.

GEO7 BUILDING AND GRADE CODE UPDATES

The City's building and grading codes shall be modified to reflect investigation requirements for designated potential liquefaction zones. A liquefaction susceptibility investigation shall be required for Critical Facilities, Sensitive Fa-


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
Sierra Madre Avenue
W. 10th St
San Gabriel Avenue
Azusa Avenue
Todd Ave
Foothill Boulevard
Barranca Avenue
Alosta Ave
Citrus Avenue
Cerritos Avenue
Irwindale Ave
Baseline Road
Vernon Ave
Gladstone Street
Arrow Highway
Scale in feet
0 750 1500 3000 4500

Source: California Department of Conservation, Division of Mines and Geology, 1999

LEGEND:

— - — City of Azusa Boundary

- - - - - - Sphere of Influence Boundary

▨ Liquefaction
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation would be required.

■ Earthquake-Induced Landslides
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation would be required.

⁙ Overlapping Liquefaction and Earthquake-Induced Landslides
Areas that lie within zones of required investigation for both liquefaction and earthquake-induced landslides.

Liquefaction Potential

GENERAL PLAN UPDATE

FIGURE GEO-4

cilities, High-Occupancy Facilities, and other select structures that have more than three stories and are of a size that shall be determined by City staff using criteria established by the City Engineer. Studies for all other human occupancy buildings should be at the discretion of the City Engineer and the City's Engineering Geology Consultant.

GEO8 BUILDING CODE ENFORCEMENT

Review the current building code enforcement procedures for concrete tilt-up and composite pre-stressed concrete construction for consistency with effective principles of seismic design, and revise as appropriate to maintain the seismic integrity of new construction.

GEO9 UTILITIES REPORT

Require public service agencies to prepare a Utilities Report for proposed projects located in liquefaction susceptibility zones. Utilities Reports will be used to help ensure that natural gas, electric, water, sewer and communication systems are designed to mitigate potential hazards arising from their location in liquefaction zones.

GEO10 DEVELOPMENT AND BUILDING CODE UPDATES

Amend the development and building codes to require the preparation of a landslide report by a qualified geologist or civil engineer for any proposed development located in a landslide hazard area. These landslide reports shall be written prior to the preparation of development plans or tentative tract maps.

GEO11 SITE SPECIFIC GEOLOGICAL REPORT

Require the preparation of a site-specific geological report for all proposed development within an identified active fault or potentially active fault of concern (also an Alquist-Priolo Earthquake Fault Zone, if identified in the future) to ascertain the precise location of, and appropriate setbacks from, these active or potentially active faults.

GEO12 MASTER DRAINAGE PLAN

Prepare a Master Drainage Plan based on buildout of the General Plan to allow compilation of information from the San Gabriel River Master Plan, consultant flood and drainage studies, and projects associated with the San Gabriel River into an integrated whole.

GEO13 DEVELOPMENT REVIEW

- Prior to project approval in the vicinity of a waterway or drainage course, consult Flood Insurance Rate Maps on file with the Community Development Department to identify areas that have not been subject to detailed study; if the project falls within an area that has not been studied, require studies and, if necessary, require mitigation or restrictions on development.

- Consider all proposed development within the 100-year flood plain of the San Gabriel River drainage system, on a case-by-case basis, to determine whether flood-related mitigation is to be required.

- Identify any critical facilities in flood hazard areas, and improve their level of protection, if necessary. Critical facilities include fire and emergency service facilities, utility lifeline facilities such as water, electricity, and gas supply, sewage disposal, communications, and transportation facilities.

GEO14 DETENTION BASIN CONSTRUCTION

Work with the Los Angeles County Flood Control District to construct detention basins in the areas where inadequate 100-year flood protection along the San Gabriel Mountains exists to reduce or eliminate downstream flooding.

GEO15 STORMWATER IMPROVEMENT PROGRAM

Implement stormwater facilities for improvement in priority areas as funding allows to accommodate the significant increase in stormwater flows expected as a result of development in the City's current underdeveloped areas.

GEO16 SURFACE WATER RUNOFF REDUCTION

Reduce the effects of surface runoff in developing areas by the use of extensive landscaping with an emphasis on native and drought-resistant species, minimizing impervious surfaces, and providing for recharge.

GEO17 FEMA MAP CHANGES

Encourage timely FEMA map changes and annually incorporate mapped revisions to the 100-year flood zone into City hazards maps.

GEO18 INTERAGENCY COORDINATION

To reduce the possibility of significant changes in climate and regional hydrology that could lead to local flooding, support national and international efforts to protect the Earth's ozone layer, including policy to minimize or prevent the release of greenhouse gases.

GEO 19 EARTHQUAKE AWARENESS/PREPAREDNESS

Develop a City-based public awareness/earthquake preparedness program, to educate the public about seismic hazards, and what to do in the event of an earthquake. Seismic hazard education could take the form of distributing an information pamphlet through libraries, schools, or utility bills, and community-wide simulations.

GEO 20 SPECIAL STUDIES FOR CRITICAL, SENSITIVE AND HIGH-OCCUPANCY FACILITIES

- Detailed site specific studies for ground shaking characteristics, liquefaction potential, and fault rupture potential shall be required prior to discretionary review as background to the development/approval process for Critical, Sensitive and High-Occupancy Facilities.

- Existing City-owned, City-leased or City-rented Critical, Sensitive and High-Occupancy facilities, including the City Hall, Light and Water, and the Police Department, shall be reviewed for any significant siting, design, or construction problems that would make them vulnerable in an earthquake. The findings shall be incorporated into emergency operations plans as well as addressed in longer-term programs of facilities upgrading or relocation.

GEO 21 FAULT ACTIVITY INVESTIGATION REPORTS

Fault activity investigation reports shall have a standard format developed through consultation among the California Division of Mines and Geology, the City's Engineering Geology Consultant and relevant City Departments (e.g., Planning, Public Works). An agreed upon design shall be formulated by this group for the Sierra Madre, Upper Duarte, and Duarte faults, and unnamed Faults "C" and "D", and used in the reports to determine ground shaking potential. The City's Engineering geology consultant shall review reports for adequacy. At such time that the City's Sphere of Influence or other lands within the Planning Area are annexed, the City (Community Development Department) shall require that areas planned for development within 500 feet of the these faults be studied to document age of last movement.

GEO 22 CONSTRUCTION EXCAVATIONS AND TRENCHES REQUIREMENTS

All construction excavations and trenches of five feet or deeper, created in conjunction with human occupancy structures and public works infrastructure, shall be inspected by the City's Engineering geology consultant for any evidence of faulting if the subject property is identified as lying within 500 feet of an identified active fault or potentially active fault of concern in pervious soils, or geologic reports conducted for subject site.

GEO 23 BUILDING TYPE DATABASE

At the earliest opportunity, a database shall be compiled of all structural building types in the City that may be considered potential seismic hazards, including tilt-up structures and non-ductile concrete frame buildings.

GEO 24 GROUNDWATER LEVEL STUDY

Request the California Division of Mines and Geology or the U.S. Geological Survey to perform an initial study to re-define the groundwater levels in areas where liquefaction potential is estimated to be high. For areas of very high groundwater (within 30 feet of the ground surface), the City shall consider the appropriateness of requiring potential developers in these areas to investigate means of lowering the groundwater level, and consider appropriate programs to that end.

GEO 25 GROUNDWATER LEVEL AND RESOURCE ANALYSIS

Ensure the community has an adequate information base on the level and extent of the City's water table. Require project proponents to conduct water resource analysis should data prove to be insufficient.

GEO 26 GEOLOGIC HAZARDS RESOURCE INFORMATION UPDATES

Liquefaction susceptibility and fault zone designations and related land use and construction policies shall be reviewed and updated periodically to reflect current information and technology.

GEO 27 DESIGN REVIEW

Seismic design for proposed Critical, Sensitive and High Occupancy Facilities and other select structures that have more than four stories and are of a size determined by City staff using criteria established by the City Engineer shall be handled by Cityretained structural engineers. Alternatively, seismic design may be conducted through a third-party review process, whereby qualified engineers report to the City Engineer and are paid directly by the developer.

GEO 28 GEOLOGIC AND SOILS REPORTS AND REPORT REPOSITORY

- All geologic and soils reports submitted to the City shall be reviewed for their adequacy and completeness by a qualified, Certified Engineering Geologist and/or Registered Soils Engineer.

- A central repository shall be established in the Engineering Division, for the collection and compilation of geologic and soils engineering information related to identified active fault or potentially active fault of concern and fault zone studies, groundwater levels, soils characteristics, susceptibility to landslides and liquefaction, and other data as appropriate. This information shall be used to increase the knowledge and insights of City reviewers and applicants alike, in support of hazard mitigation. To the extent possible this information should be in a GIS-database and available in summary form on the City website.

GEO 29 STRUCTURAL REVIEWS

Special structural reviews shall be conducted on any multi-story or concrete buildings receiving significant damage in an earthquake, prior to their re-occupancy, repair or demolition. Review shall be conducted in accordance with Applied Technology council publications ATC-20, 1989, Procedures for Post Earthquake Safety Evaluation of Buildings and ATC-20-2, 1995, Addendum to the ATC-20 Post Earthquake Building Safety Evaluation Procedures. Such information as type of construction and occupancy, and damage evidence such as collapse or partial collapse, leaning walls, cracked or displaced foundations, distressed columns and beams, soil movement/slippage, etc. Structural review would be the responsibility of the owner.

GEO 30 EMERGENCY PREPAREDNESS AND DISASTER RESPONSE PLANS

- Appropriate disaster response and emergency response plans shall be maintained and updated. Disaster response plans shall include adequate capabilities for heavy search and rescue, major medical response, interim morgue, emergency shelter, traffic and utility impacts, debris removal and disposal, as well as hazardous materials response for any chemicals stored or used in or adjacent to the hazardous buildings. Disaster response plans shall also include procedures for access, traffic control, emergency evacuations, and security of damaged areas.

- Criteria for efficient and orderly evacuation capabilities shall be incorporated into development, street planning, and other land use procedures for the potential inundation area below the dam or reservoir.

- The City in cooperation with other agencies shall conduct emergency response exercises. Exercises shall be designed to test and upgrade various disaster response plans.

- Public participation shall be sought in the development of hazard mitigation and disaster recovery programs.

- A public education and preparedness program shall be a continuing component of the emergency preparedness program. It should include, at a minimum:
  - the existence and approximate locations of major regional and local identified active faults or potentially active faults of concern, landslide and liquefaction susceptibility areas;
  - the potential for strong ground shaking in the area, and means of strengthening buildings and protecting furnishings, equipment and other building contents from damage;
  - the need for businesses and residents to be self-sufficient for several days following an earthquake, including food, water, medical assistance, and limited firefighting; and
  - specific information describing what an individual should do during and immediately following an earthquake, whether at home, in a car, at work, or in an unfamiliar building.

- Solicit the cooperation of the business community for public education and mutual assistance. Businesses shall be encouraged to develop their own disaster response plans and have provisions for food, water, first aid and shelter of employees who may not be able to return home for several days following a major earthquake.

- Guidelines shall be developed by the City that provide a clear direction for the exercise of authorities following an earthquake related disaster for such purposes as:
  - rapid designation of redevelopmentareas;
  - revising land use, circulation and parking requirements, and institution of other programs for improving the community environment;

  - adapting and instituting of special programs for disaster recovery;
  - funding of disaster recovery measures;
  - moratoria on reconstruction in any high-hazard areas where damage could be repeated in after shocks or in future earthquakes;
  - upgrading of the building code if deficiencies are believed to exist;
  - establishing Geologic Hazard Abatement Districts, as appropriate;
  - designating of sites for temporary housing (e.g., travel trailers and prefab construction) of households made homeless in the disaster, in cooperation with the Disaster Housing Program of the Federal Emergency Management Agency; and
  - using of schools, government, armory, or other interim sites for emergency housing and postdisaster care.

- In order to prepare for post earthquake recovery, the City shall establish procedures for declaring itself a disaster area and for receiving Federal Emergency Management Agency (FEMA) and comparable state disaster relief funds.

GEO 31 MUTUAL AID AGREEMENTS

Maintain effective mutual aid agreements with other agencies and/or municipalities works, building inspection, mass care, and heavy rescue.

Projects that could realistically be completed in the next five years:

1. Amend building and development codes, as appropriate.
2. Identify buildings in flood hazard, earthquake hazard, and fire hazard areas that may require modifications to improve the level of protection.
3. Reduce surface runoff.
4. Develop public awareness and earthquake preparedness programs.

Geological Hazards Program Implementation Matrix
(Part 1 of 3)

		City of Azusa														City of Azusa								
No.	Name	Administration (Admin., Info. Tech., Transportation and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
GEO1	Development, Building, and Grading Codes and Ordinances		●													●									2004
GEO2	Sensitive and High-Occupancy Facilities Sitting Near Faults		●													●									Ongoing
GEO3	Manufactured Slopes Preventative Maintenance Program		●													●				●					Ongoing
GEO4	Seismic Upgrade Ordinance		●													●									2006
GEO5	Liquefaction Report		●							●						●									Ongoing
GEO6	Update State Uniform Building Code		●													●									2006
GEO7	Building and Grade Code Updates		●							●						●									2006
GEO8	Building Code Enforcement		●							●						●									2004
GEO9	Utilities Report						●								●	●								●	Ongoing
GEO10	Development and Building Code Updates		●													●									2006
GEO11	Site Specific Geological Report		●							●						●								●	Ongoing
GEO12	Master Drainage Plan									●						●									2009
GEO13	Development Review									●						●				●					Ongoing
GEO14	Detention Basin Construction									●					●	●								●	Ongoing

Geological Hazards Program Implementation Matrix
(Part 2 of 3)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	**Responsible Agency**														**Funding Source**									**Schedule *** as funding permits
GEO15	Stormwater Improvement Program									●						●									Ongoing
GEO16	Surface Water Runoff Reduction		●							●						●									Ongoing
GEO17	FEMA Map Changes									●					●	●									Ongoing
GEO18	Interagency Coordination									●						●									Ongoing
GEO19	Earthquake Awareness/Preparedness								●							●									2006
GEO20	Special Studies for Critical, Sensitive and High-Occupancy Facilities									●						●									Ongoing
GEO21	Fault Activity Investigation Reports									●						●									2006
GEO22	Construction Excavations and Trenches Requirements									●						●				●					Ongoing
GEO23	Building Type Database	●														●									Ongoing
GEO24	Groundwater Level Study									●															2006

Geological Hazards Program Implementation Matrix
(Part 3 of 3)

		City of Azusa														City of Azusa								
No.	Name	Administration (Admin., Info. Tech., Transportation and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									**Schedule *** as funding permits
GEO25	Groundwater Level and Resource Analysis						●									●								●	Ongoing
GEO26	Geologic Hazards Resource Information Updates									●						●									Ongoing
GEO27	Design Review									●										●				●	Ongoing
GEO28	Geologic and Soils Reports and Report Repository									●						●									Ongoing
GEO29	Structural Reviews									●						●									Ongoing
GEO30	Emergency Preparedness and Disaster Response Plans						●									●									Ongoing
GEO31	Mutual Aid Agreements						●		●							●									Ongoing

Mineral Resources

Statutory Requirements

State law, Government Code Section 65302(d), requires a discussion of mineral resources in the conservation element. The Azusa General Plan discusses mineral resources in its Mineral Resources Element.

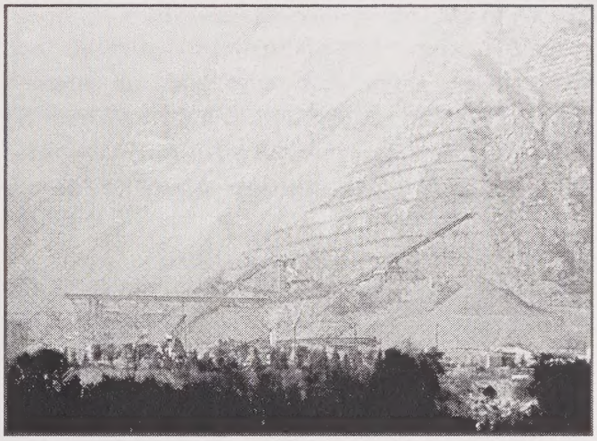
Big Ideas

The Big Ideas for Mineral Resources are:

- Relocate, to the maximum extent feasible, mining operations to less visible and less environmentally sensitive areas.
- Each area of a mine will be reclaimed as the mining in that area is completed.
- Use state of the art mining and reclamation techniques to minimize environmental impacts including but not limited to habitat, visual, noise, and dust.

Mineral Resources Existing Conditions

The City of Azusa is situated on sand and gravel deposits formed at the base of the San Gabriel Mountains known as the San Gabriel Fan District. These aggregate deposits are designated by the Department of Conservation as mineral resources of regional importance. Aggregate from Azusa and surrounding areas is used for a variety of construction activities throughout the San Gabriel Valley and Los Angeles Basin, including production of concrete, road base, and related building materials (Figure MR-1).



The City of Azusa has been a site of mining since gold was discovered in the area in 1857. While as much as $12 million worth of gold was historically extracted from the Azusa area, presently only aggregate and Portland Concrete Cement are commercial commodities. Three active aggregate mining pits lie within the City, two operated by Vulcan Materials, and the third by Cemex on property owned by Waste Management, Inc., (WMI). Other areas of the City containing aggregate resources are not mined, but are devoted to other uses, including agriculture, residential, and industrial uses.

The regional aggregate market covers an area lying within approximately 50 miles of the Los Angeles Civic Center, and includes nine distinct aggregate production districts spread fairly uniformly over the Los Angeles area. The mining companies within these districts are competitors for major supply contracts within the Los Angeles region.[1] Various aggregate mining operations are currently active in all of these districts.

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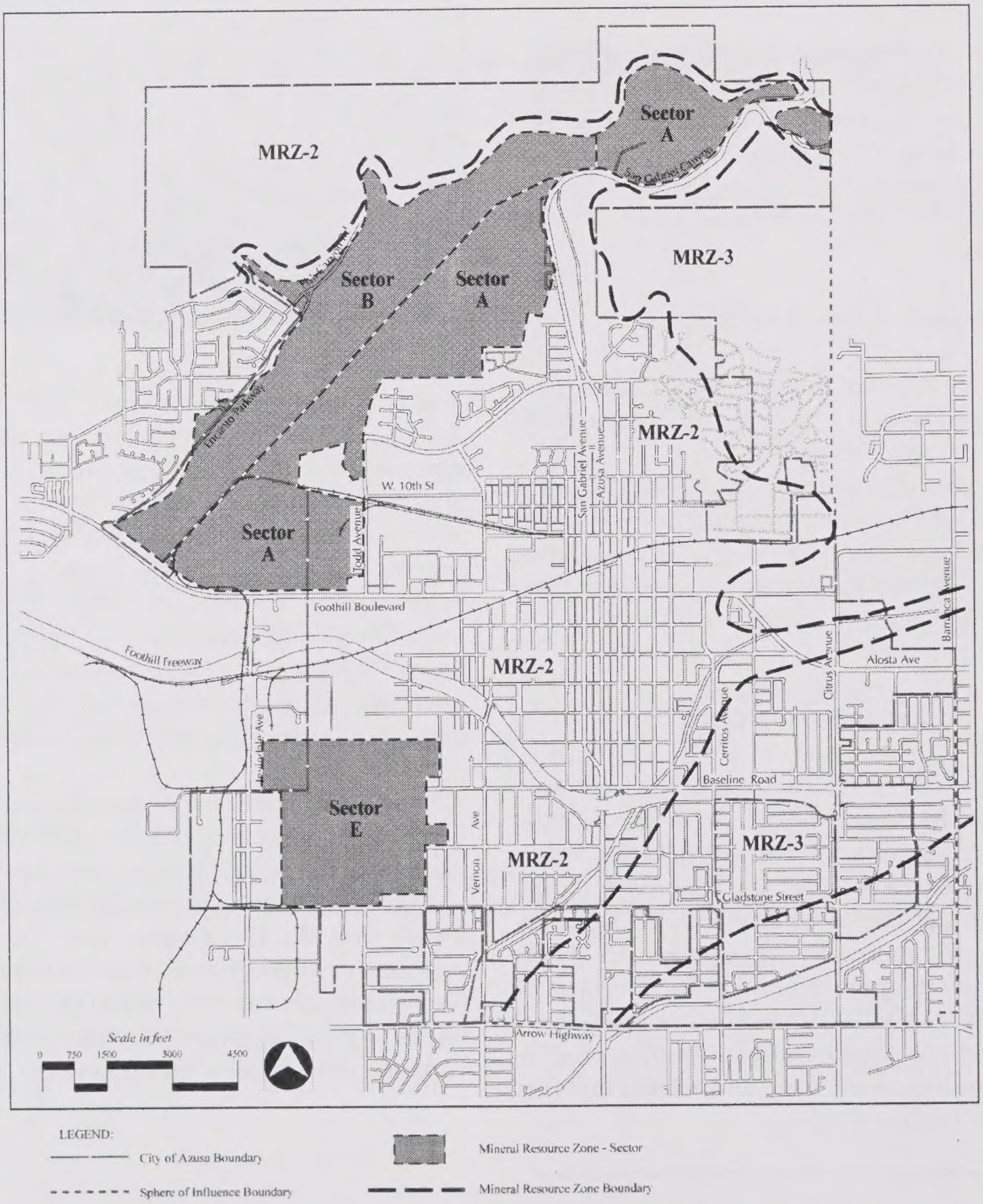
[1] *The nine districts include: the Lower Santa Clara River-Ventura River, Simi Valley, Upper Santa Clara River, Tujunga Fan, San Gabriel Fan, San Antonio Creek Fan-Cucamonga Creek, Littlerock Creek Fan, San Lytle Creek Fan-Upper Santa Ana River, and Orange County-Temecula Valley, District.* **Source**: *Kohler, S.L., 1982.* Mineral Land Classification of the Greater Los Angeles Area, Part IV, Classification fo Sand and Gravel Resource Areas, San Gabriel Valley Production Consumption Region. *California Department of Conservation, Division of Mines and Geology. Special Report 143.*


Sector A
MRZ-2
San Gabriel Canyon
MRZ-3
Sector B
Sector A
MRZ-2
Encanto Parkway
San Gabriel Avenue
Azusa Avenue
W. 10th St
Sector A
Todd Avenue
Foothill Boulevard
Foothill Freeway
MRZ-2
Citrus Avenue
Barranca Avenue
Alosta Ave
Cerritos Avenue
Baseline Road
Sector E
Vernon Ave
MRZ-2
MRZ-3
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500
LEGEND:
City of Azusa Boundary
Sphere of Influence Boundary
Mineral Resource Zone - Sector
Mineral Resource Zone Boundary

Mineral Resource Zones in Azusa

GENERAL PLAN UPDATE

FIGURE MR-1

Annual aggregate production in the San Gabriel Fan District has ranged from about 13.5 to 40.0 million tons since the early 1980s, with an average annual production of approximately 16.5 million tons[2]. Aggregate from the San Gabriel Fan District is considered of very high quality, and is used to set engineering standards for concrete in large projects in the region. The local aggregate deposits are known to extend as deep as 400 to 600 feet. The current economically feasible mining depth is considered to be about 400 feet, and mining is conducted to depths of up to about 275 feet at present.[3]

The Vulcan operations, known as Azusa Rock, lie north of the San Gabriel River and include extraction and crushing of rock at the base of the mountain (Figure MR-2). The Vulcan Material - Azusa Rock Mine is exposed and is visible from a considerable distance within the San Gabriel Valley and Los Angeles Basin. Slope exposure and the oversteepened rock face at the Azusa Rock mining operation are of concern to the City of Azusa. This mining operation uses heavy-duty equipment and blasting to remove rock from the hillside. The rock material is transported via conveyor belt approximately two miles to the Reliance Plant, located in the Reliance Pit in the City of Irwindale. The second mine, the Vulcan Material - Reliance Azusa Mine is an open pit facility located on relatively flat terrain and, for this reason, is not as visible. Approximately one-third of the gravel pit is in Azusa, and the remaining two-thirds, including the Plant, is located in Irwindale. Rock materials from this mine are also transported via a conveyor belt to the Reliance Plant, due west of the current pit area. The third mine, the Cemex operation, lies at the southwestern edge of the City of Azusa, near the cities of Irwindale and Covina. This site contains an older mine, now being operated for an inert landfill and building materials recycling business. Some extraction is ongoing by Cemex at the site, although, resources are close to being exhausted.

The estimated life of the Vulcan mines is about 25 to 30 years and the Cemex mine's estimated life is just a few years.

The mines continued operation and ultimate reclamation poses several issues for the City of Azusa that are addressed in General Plan Goals and Policies. These include:

- Protection of mineral resources through policies balancing regional mineral resource needs with local land use control.
- Policy standards for current and new surface mining operations to address control of slope excavations; control of erosion and sedimentation; protection of surface and ground water quality; protection of fish and wildlife; maintenance of adequate setbacks from adjacent land uses; control of noise, dust, vibration, dirt, fugitive dust, litter, odors and lighting, truck traffic issues, and aesthetics.
- Protection of public health and safety related to active mining and reclamation including slope stability, attractive nuisances for children, exposure of groundwater and possible contaminants, and prevention of illegal waste disposal.
- Regulation of long-term reclamation planning and implementation to ensure that when the mines cease to be mined, that they are replaced with uses that are compatible with neighboring activities and are beneficial to the community.

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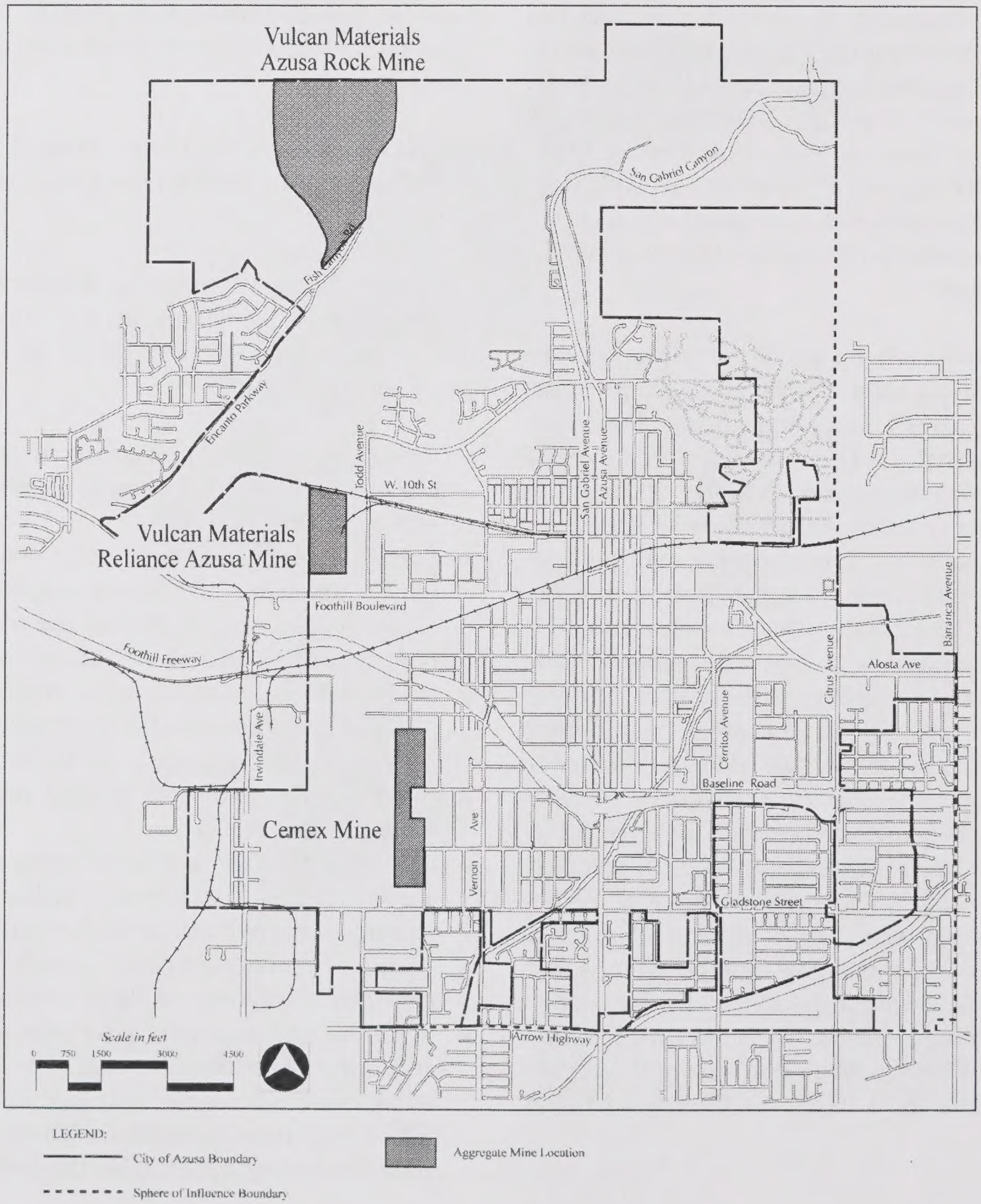
[2] *Miller, Russell V., 1997. Changes is Construction Aggregate Availability in Major Urban Areas of California Between the Early 1980s and the Early 1990s. California Geology, January/February 1997: pp. 3-17.*

[3] *City of Irwindale, Mining and Reclamation Impact Study, Vol. II, Technical Report, March 1999, p. 145.*


Vulcan Materials
Azusa Rock Mine
San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
Todd Avenue
W. 10th St
San Gabriel Avenue
Azusa Avenue
Vulcan Materials
Reliance Azusa Mine
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Cemex Mine
Vernon Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500
LEGEND:
City of Azusa Boundary
Sphere of Influence Boundary
Aggregate Mine Location

Aggregate Mines in Azusa
GENERAL PLAN UPDATE

FIGURE MR-2

- SMARA requires cities to incorporate into their General Plans Mineral Resource Management Policies (MRMPs) for the beneficial management of mineral resource areas within their jurisdictions (See Cal. Public Resources Code, Section 2762; Cal. Code of Regulations, Title 14, section 3676). The MRMP must (1) recognize the mineral information provided by the State; (2) assist in the management of land uses which are incompatible with the development with the development of minerals in areas designated as having statewide/regional mineral significance; and (3) emphasize the conservation and development of identified mineral deposits. In addition, the MRMP should promote zoning that restricts encroachment of incompatible land uses in those areas that are conserved for mineral use and impose conditions that would prevent conflicts between extraction activities and other land uses. The policies contained in this section of the "Natural Environment" Element of the Azusa General Plan are the City's Mineral Resource Management Policies".

Vision

Over time, Azusa's hillsides and river basin will be reclaimed from quarrying. In its place, the mining sites will be restored with natural looking grades and slopes, and native vegetation will be abundantly planted thereby increasing habitat for flora and fauna.

Mineral Resources Goals and Policies

The City recognizes that it is underlain by an alluvial fan, created by the San Gabriel River, which is largely classified as MRZ 2 and MRZ 3 by the State Department of Conservation, Division of Mines and Geology. Known as the San Gabriel Fan mining district, the area is composed of rich and deep alluvial fan deposits at the base of the San Gabriel Mountains. These mineral deposits are important resources, and availability of these mineral resources is vital to sustained economic growth and development within the region.

The General Plan contains policies that manage these mineral resources. General Plan policies recognize the continued operation of the vested quarry in the Open Space land use designation (although no new mining of the hillsides is envisioned), allowing the access of what has been projected to be 90 million cubic yards or rock, sand, and gravel. In addition, mining would be permitted in the West End District with a use permit, providing additional access to material in the MRZ zones. Additional mining policies are as follows.

GOAL

1 **BALANCE THE NEED FOR MINERAL RESOURCES EXTRACTION WITH THE CITY'S GOALS TO MINIMIZE BIOLOGICAL, AESTHETIC AND OTHER IMPACTS.**

POLICIES

1.1 Pursue reducing regional demand for aggregate resources. (MR1 and MR9)

1.2 While permitting existing mineral resource extraction and processing, if necessary, encourage relocating mining operations to less environmentally sensitive and less visible locations and to areas of more compatible land uses. (MR2, MR3, MR7, and MR8)

1.3 While permitting mineral resource extraction and processing, limit depth of mining and limit disturbances of undisturbed areas. (MR3, MR7, and MR8)

1.4 Limit effects of mining operations on residents, businesses, and visitors to Azusa. Effects include but are not limited to visual impacts, noise, dust, and truck traffic. (MR2, MR4, MR5, MR6, MR7, MR8, MR10, and MR11)

1.5 Limit effects of mining operations on biological and recreational resources. Effects include but are not limited to effects on adjacent vegetation of runoff, erosion, and dust, effects due to vegetation removal, effects on wildlife and recreationalists of noise and vibration. (MR2, MR4, MR5, MR6, MR7, MR8, and MR10)

1.6 Minimize additional visual changes to the hillsides visible from Azusa. (MR2, MR4, MR5, MR6, MR7, MR8, and MR10)

1.7 Encourage timely reclamation and conversion of mines to other uses. (MR2, MR3 MR4, MR5, MR6, MR7, and MR9)

1.8 However, recognizing the community's strong interest in improving and accelerating reclamation and reducing the environmental impacts of existing vested mining, trade-offs affecting ongoing operations may be considered through a formal development agreement based on appropriate public participation and environmental review. (LU5, LU11, and LU24)

Mineral Resources Implementation Programs

MR1 INTERAGENCY COORDINATION

Work with other jurisdictions in the region to encourage aggregate recycling, for example:

- support other jurisdictions' approval of projects involving aggregate recycling; and
- participate in regional programs supporting aggregate recycling.

MR2 MINE SITES REDEVELOPMENT

Provide incentives for the timely redevelopment of mine sites and revegitation with native plants to General Plan designated post reclamation uses. Incentives can include:

- target high value land use, including land use type, density bonus, etc.;
- redevelopment incentives;
- early permitting for proposed postreclamation land uses, when proposed prior to the completion of mining; and
- increased density or other variations in development requirements where appropriate.

MR3 MINING ORDINANCE

Continue to:

- require a Conditional Use Permit for mining activities.
- require a Conditional Use Permit and Reclamation Plan Amendment for:
    - permit amendments to increase area or volume mined; and
    - changes to timing of mining and reclamation.
- Require compliance review of Conditional Use Permits and Reclamation Plans every five years, as appropriate.

MR4 RECLAMATION PLANS

Require Reclamation Plans to propose a post reclamation use consistent with the General Plan designation for the site, and to establish compatible post mining conditions.

MR5 MINE PLANS

Mine plans shall be designed such that phases of mined area can be reclaimed at the completion of each phase. Upon completion of each phase of mining, reclamation efforts shall be initiated within one year. Reclamation efforts shall continue in a timely fashion.

MR6 MINING COMPANY COORDINATION

Work with mine operators to reclaim areas where mining is completed as soon as possible, rather than waiting for completion of all phases of mining. Provide incentives such as approval of requested amendments to permits or streamlined permit processing.

MR7 MINIMIZING MINING AND RECLAMATION IMPACTS

Mine and reclamation plans shall include measures to minimize the mining and reclamation impacts. Measures shall include, but are not limited to:

- mining in areas not visible to inhabited areas;
- rock staining to minimize the contrast between mined and unmined areas;
- reclaiming of mined areas and revegitation with native plants shall be initiated within one year of the site's completion. Reclamation and revegitation shall continue in a timely manner;
- temporary covering or revegitation with native plants idle mining areas prior to reclamation;
- installing and maintaining a screening, where feasible, to block views of mining activity and/or equipment; and
- state of the art dust control measures.

MR8 AMEND CODES AND ORDINANCES

Amend the Development Code and other ordinances regulating mining to require:

- computer generated photo-realistic visual simulations to be submitted with any mining and/or reclamation plan or proposed change to a mining and/or reclamation plan. The visual simulations are required to show views of the mine site from up to three locations in Azusa selected by the Planning Division under several scenarios – (1) existing, (2) at the cessation of mining, (3) post reclamation, and (4) at key interim points during mining and reclamation;
- mining and reclamation resulting in natural appearing contours and to require actions to minimize visual effects of mining activities (e.g. rock staining to minimize scars on slopes in visible locations);
- that the consideration of the appearance of mined areas both during mining and reclamation and postreclamation be addressed in mining and reclamation plans;
- the reclamation and recontouring of the existing "reclaimed areas"; and
- the continual use of best available or state of the art extraction, conveyance, and reclamation practices.

MR9 INNOVATIVE RECLAMATION TECHNIQUES

Encourage mine operators to continue to explore innovative and creative reclamation techniques.

MR10 OVERBURDEN USE

Encourage the use of overburden for backfill where needed.

MR11 MINING STUDY

Conduct a planning study for the hillside quarry adjacent the landfill area, and the Gun Club area, to determine specific strategies to be used to mitigate existing environmental impacts.

Projects that could realistically be completed in the next five years:

Amend the Development Code, Conditional Use Permit requirements, and other ordinances for mining activities.

Mineral Resources Program Implementation Matrix

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	**Responsible Agency**														**Funding Source**									**Schedule *** as funding permits
MR1	Interagency Coordination	●	●													●									Ongoing
MR2	Mine Sites Redevelopment		●	●												●	●			●					Ongoing
MR3	Mining Ordinance		●													●									Ongoing
MR4	Reclamation Plans		●													●									Ongoing
MR5	Mine Plans		●													●									Ongoing
MR6	Mining Company Coordination		●													●	●							●	Ongoing
MR7	Minimizing Mining and Reclamation Impacts	●	●										●			●								●	Ongoing
MR8	Amend Codes and Ordinances		●													●									Ongoing
MR9	Innovative Reclamation Techniques	●	●										●			●								●	Ongoing
MR10	Overburden Use		●										●			●								●	Ongoing
MR11	Mining Study	●	●													●								●	2006

Air Quality

On a regional basis, the physical characteristics and patterns of land development can affect air quality by influencing travel mode choices. Conventional suburban development patterns that separate uses necessitate the extensive use of personal cars for travel. This over-reliance on cars occurs when jobs and housing are far away from each other and alternative forms of transportation are not available. When streets are not designed to be pedestrian friendly, people become even more dependent on cars for daily travel. This in turn may contribute to air quality problems.

New Urbanist development patterns locate jobs, housing, and recreation in closer proximity to each other, resulting in shorter and fewer trips by car, thus reducing vehicle miles traveled (VMT) and motor vehicle emissions. Allowing people to be less dependent on cars by providing and promoting alternative forms of transportation, such as buses, rail transit, walking or biking, has the potential to improve or mitigate air quality problems. The Air Quality Element works together with the Land Use and Mobility Elements to propose a mixture of innovative land use and transportation measures to protect open spaces and air quality while meeting market demands for new development.

Statutory Requirements

In addition to the seven mandatory elements, other optional elements may be included in the General Plan. Azusa's Air Quality Element is one such element.

Air Quality Big Ideas

The Big Ideas for the Air Quality Element are:

- Use sound planning and design practices to reduce vehicular and source emissions.
- Use efficient operational practices to reduce emissions from quarries, on and offroad vehicles, and industrial uses.

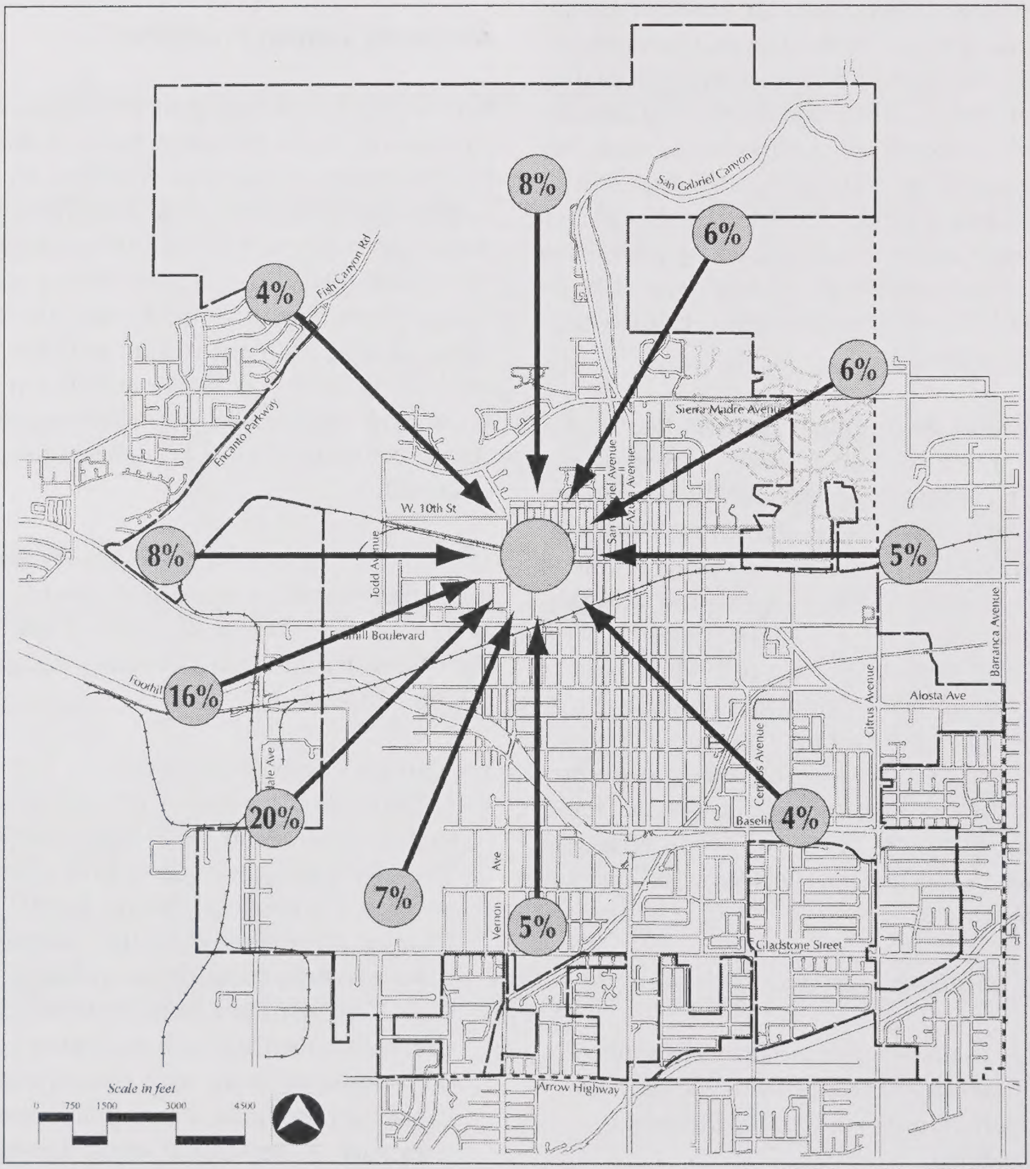
Air Quality Existing Conditions

Several factors contribute to the unique air quality issues in Azusa, including the local mountains, the prevalence of industrial activities, and weather patterns. Three sources of pollution (including particular matter) within the City are automobiles, heavy diesel trucks, and rock mining and quarrying. Among the many pollutants generated by these sources are microscopic particles of dust and debris known as PM10, which can damage the lungs if inhaled. The air monitoring station in Azusa continually records high readings of this pollutant.

Unfortunately, much of the pollution in Azusa's air is transported by wind from areas southwest of the City, including pollution from Los Angeles' busy freeways and Irwindale's mining operations (Figures AQ-1 and AQ-2).

Air Quality Planning Issues are:

- PM10 Reduction. Azusa records some of the highest readings in the State of this pollutant. The City has an opportunity to develop a closer working relationship with the South Coast Air Quality Management District (SCAQMD) in order to devise strategies for reducing PM10.
- Land Use Conflicts. Certain sources of air pollution within the City, such as major truck routes and industrial areas, may cause problems because they are located near pollution-sensitive uses such as residential areas, hospitals, and outdoor recreation areas.
- Air Quality Plan. The City currently has no comprehensive air quality management plan. The adoption of an air quality component of the General Plan would help ensure that future development is sensitive to concerns about air pollution.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6%
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San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
Sierra Madre Avenue
W. 10th St
Todd Avenue
Foothill Boulevard
Foothill
Alosta Ave
Barranca Avenue
Citrus Avenue
Baseline
Gladstone Street
Vernon Ave
Arrow Highway
Scale in feet
0
750
1500
3000
4500

Source: Lakes Environmental Software WRPlot View 2.22

LEGEND:

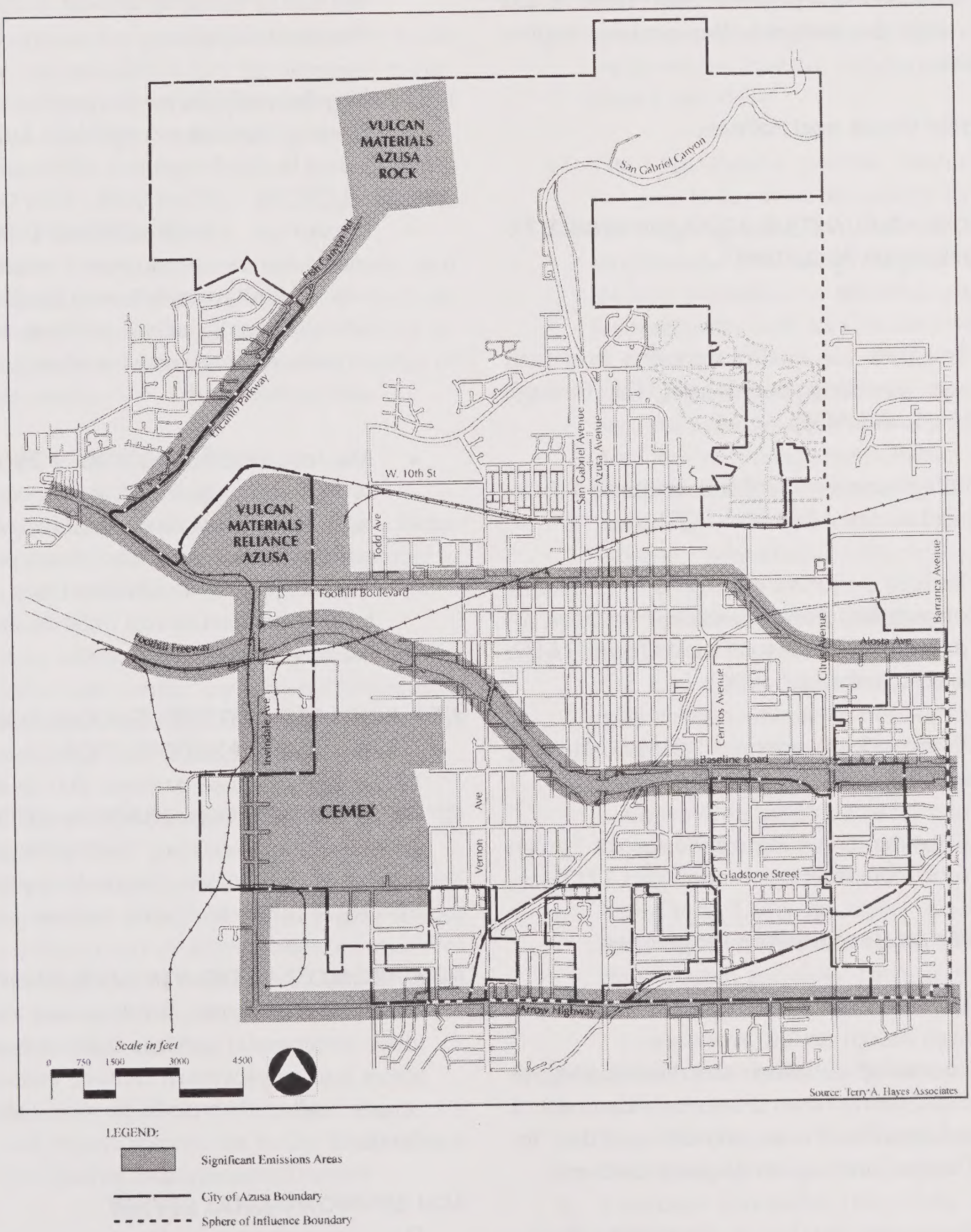
City of Azusa Boundary

Sphere of Influence Boundary

Annual Wind Direction in the City of Azusa

GENERAL PLAN UPDATE

FIGURE AQ-1


VULCAN MATERIALS AZUSA ROCK
San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
VULCAN MATERIALS RELIANCE AZUSA
Todd Ave
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Alosta Ave
Citrus Avenue
Barranca Avenue
Cerritos Avenue
Baseline Road
Irwindale Ave
CEMEX
Vernon Ave
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500
LEGEND:
Significant Emissions Areas
City of Azusa Boundary
Sphere of Influence Boundary

Source: Terry A. Hayes Associates

Probable Significant Emissions Areas in Azusa

GENERAL PLAN UPDATE

FIGURE AQ-2

Vision

While ever so slight, Azusa's air quality has improved as a result of less emission from Azusa sources, and a decrease of pollutants from regional sources.

Air Quality Goals and Policies

GOAL

1 **IMPROVE AIR QUALITY IN AZUSA AND REDUCE EXPOSURE TO AIR POLLUTANTS.**

POLICY

1.1 Integrate air quality concerns into land use planning decisions (AQ1 through AQ4, and AQ8).

1.2 Integrate air quality concerns into site design review (AQ1 and AQ5).

1.3 Reduce pollutant emissions from quarry operations, off-road vehicles use areas, industrial uses, and vehicular traffic (AQ4, and AQ6 through AQ8).

1.4 Participate in regional air quality planning strategies (AQ8).

1.5 Consider encouraging the use of "green roof" construction technologies. (AQ1)

Air Quality Implementation Programs

AQ1 DESIGN REVIEW

Through design review processes:

- Encourage setbacks and landscaping to create buffer zones between residential and industrial land uses, as specified in the City Design (land use component) Element;
- Encourage maximum allowable setbacks of residential and other sensitive uses along busy streets and adjacent to busy intersections. In mixed-use developments, residential units should be placed on upper levels as opposed to street level, or in the rear of the development as opposed to the street edge;
- Require facilities for the needs of automobiles, pedestrians, bicyclists, and transit riders in site design and site amenities;
- Encourage energy-efficient design elements in new development including appropriate site orientation, solar design, use of landscaping, and insulating materials, to reduce energy consumption for heating and cooling; and
- Maximize indoor air quality by incorporating adequate ventilation into site design and orientation. Encourage use of windows that open and close, pollution-reducing plants and indoor trees, nontoxic building materials and finishes, and ventilation systems.

AQ2 LAND USE PATTERNS ENCOURAGING ALTERNATIVE TRANSPORTATION

Encourage land use patterns that enable people to use alternative transportation methods such as transit, walking, and cycling in their day-to-day activities. Expand opportunities for people to live and work in close proximity.

AQ3 PROMOTE MIXED-USE DEVELOPMENT

Promote mixed-use development that provides commercial services close to residential zones and employment centers, enabling citizens to walk or bicycle to services rather than drive.

AQ4 ENVIRONMENTAL REVIEW

Through environmental review processes:

- Conduct an air quality analysis for all industrial development proposals and require pollutant-reducing mitigation measures for proposals that may generate significant levels of air pollution; and

- Evaluate the potential for a use to result in objectionable odors for proposed industrial, manufacturing, processing, and food and beverage production operations.

AQ5 PROVIDE SIDEWALKS, BICYCLE LANES, AND BUS SHELTERS

Continue to require new development and significant renovation projects to include sidewalks, bicycle lanes, and bus shelters allowing for easy use of alternative modes of transportation.

AQ6 REDUCE AUTO EMISSIONS

Reduce automobile emissions:

- by reducing low-speed and idling emissions at major intersections that operate at Level of Service E or F; and
- from idling vehicles at drive-thru restaurants and similar commercial operations by requiring a two-window system and sufficient pass-through lanes.

AQ7 CODE ENFORCEMENT, POLICING, AND MONITORING

- Provide consistent and effective code enforcement of all probable fugitive dust emitters such as automobiles, off road vehicles, heavy diesel trucks, and quarries to assure that fugitive dust emissions are minimized.
- Actively monitor dust control strategies and report infractions to the South Coast Air Quality Management District.

AQ8 CITY POLICY AND LEADERSHIP IN AIR QUALITY IMPROVEMENT

- The City should provide leadership by actively promoting the extension of transit systems, including bus and light rail, and locate higher density development along transit corridors.
- The City should provide leadership in the goal to improve air quality by implementing trip reduction strategies for City employees, providing bicycle lockers, storage facilities, and showers, and using low-emission fuels for City fleet vehicles.
- The City should proactively work with regional agencies such as the South Coast Air Quality Management District and the Southern California Association of Governments in the development and implementation of regional air quality strategies.
- The City should work with the Azusa Unified School District, Azusa Pacific University, and Citrus College to develop and publish educational materials regarding air quality, impact of pollution on people, plants and animals, what citizens can do to improve air quality, and how to register air quality complaints or concerns.
- The City's Light & Water Department should provide leadership in promoting conservation and other programs that improve air quality.

Projects that could realistically be completed in the next five years:

1. Block 36 mixed-use development project
2. Modifying Development Code
3. Construct sidewalks, bike lanes, and bus shelters

Air Quality Program Implementation Matrix

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									Schedule * as funding permits
AQ1	Design Review		●													●				●					Ongoing
AQ2	Land Use Patterns Encouraging Alternative Transportation		●													●									Ongoing
AQ3	Promote Mixed-Use Development		●													●									Ongoing
AQ4	Environmental Review		●													●									Ongoing
AQ5	Provide Sidewalks, Bicycle Lanes, and Bus Shelters		●	●						●						●		●		●					Ongoing
AQ6	Reduce Auto Emissions		●							●						●									Ongoing
AQ7	Code Enforcement, Policing, and Monitoring		●													●									Ongoing
AQ8	City Policy and Leadership in Air Quality Improvement		●										●			●									Ongoing

Noise

Statutory Requirements

Government Code Section 65302(f) states:

> *A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body in current and projected noise levels for all of the following sources:*
>
> *(1) Highways and freeways.*
> *(2) Primary arterials and major local streets.*
> *(3) Passenger and freight on-line railroad operations and ground rapid transit systems.*
> *(4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance function related to airport operations.*
> *(5) Local industrial plants, including, but not limited to, railroad classification yards.*
> *(6) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.*

Noise Big Ideas

The Big Ideas for the Noise Element are:

- Use noise level standards when considering land use planning and development proposals.
- Develop programs that route trucks and other noisy users away from neighborhoods.
- Consider grade separation crossings with the railroad.

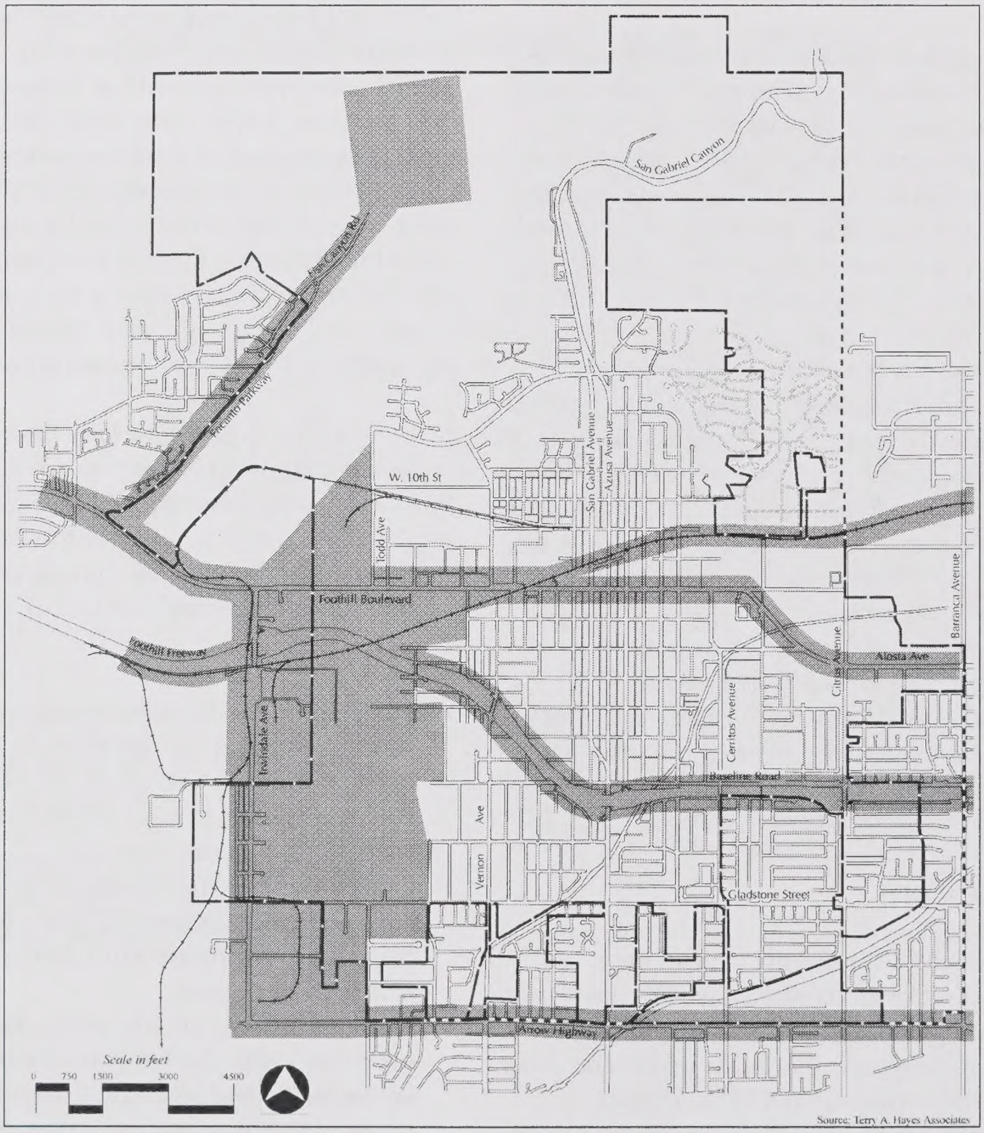
Noise Existing Conditions

Noise sources within the City include, but are not limited to, an outdoor shooting range, rock/gravel mining and quarrying operations (including truck noise), and heavy truck noise along the City's major streets and freeway (Figure N-1). Noise complaints stemming from these sources all share one common factor: they affect the residential areas that are located near the noise source. The gun club and quarrying operations primarily affect homes located in the foothill areas of the City, while homes located along the railroad tracks, the 210 Freeway, and major streets such as Gladstone Street, Arrow Highway, and Irwindale Avenue, are most affected by transportation noise.

Noise levels throughout the City have steadily increased over the past 20 years as development and the accompanying activity and traffic it brings has escalated. As a result, many of the City's policies with regard to noise control have become outdated and are no longer applicable.

Noise Planning Issues are:

- There are many locations throughout the City where homes are located close to major noise sources. New development in hillside areas may be exposed to noise from the gun club as well as mining operations.
- Due to the fact that background noise levels have risen over the past 20 years, the City's existing noise ordinance is difficult to enforce and is in need of revision.
- Noise reduction can take many forms, including noise walls, double-pane windows, heavy landscaping, and strategic location and orientation of buildings and activities. Each may be appropriate for different situations throughout the City.


San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Ave
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Vernon Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Gladstone Street
Arrow Highway
Scale in feet
0
750
1500
3000
4500

Source: Terry A. Hayes Associates

LEGEND:

▨ High Noise Areas

——— City of Azusa Boundary

- - - - - - Sphere of Influence Boundary

High Noise Areas in Azusa

GENERAL PLAN UPDATE

FIGURE N-1

Vision

A decrease in the ambient noise level for all areas of Azusa.

Noise Goal and Policies

GOAL

1 MAINTAIN COMMUNITY NOISE LEVELS THAT MEET HEALTH GUIDELINES AND ALLOW FOR A HIGH QUALITY OF LIFE.

POLICY

1.1 Integrate noise considerations in the City's land use planning and project approval process (N1, N2, N3, N5, N6, N10, N11, and N12).

1.2 Protect those areas of the City where the existing noise environments are considered unacceptable or "noise sensitive" (Figure N-2) (N4 through N9, N12, N14, N16, N17, and N18).

1.3 Maintain or reduce noise levels within acceptable levels adjacent to existing or planned major transportation facilities such as freeways, major highways, railroads, and light rail transit (N5 through N8, N10, N13, N14, and N15).

1.4 Maintain or reduce noise levels within acceptable levels adjacent to industrial processing and mining activities and the San Gabriel Valley Gun Club. (N9 through N12, N16, N17).

1.5 Establish policy for outdoor activities including but not limited to sports, music, and festivals. (N19)

1.6 To the extent feasible, minimize the noise levels generated by trains throughout the city. (N20)

Noise Implementation Programs

N1 NOISE AS AN EVALUATION FACTOR FOR NEW DEVELOPMENT

Include noise impacts as an evaluation factor in the consideration of the siting, design and construction of new residential, commercial, industrial developments or public/semi-public facilities such as parks, schools, convalescent homes, assisted living facilities and hospitals. (Table N-1)

N2 NEIGHBORHOOD DESIGN PROGRAM

Implement a neighborhood design program to route through traffic away from residential areas.

N3 DESIGN GUIDELINES TO REDUCE NOISE

Create design guidelines for residential developments adjacent to transportation facilities to maximize site planning, building design and amenities, and building orientation as methods to reduce noise.

N4 ADDRESS NOISE SENSITIVE USES

Noise sensitive uses are to be specifically addressed in decisions affecting the location of commercial, institutional, and industrial land uses or activities that typically generate excessive noise.

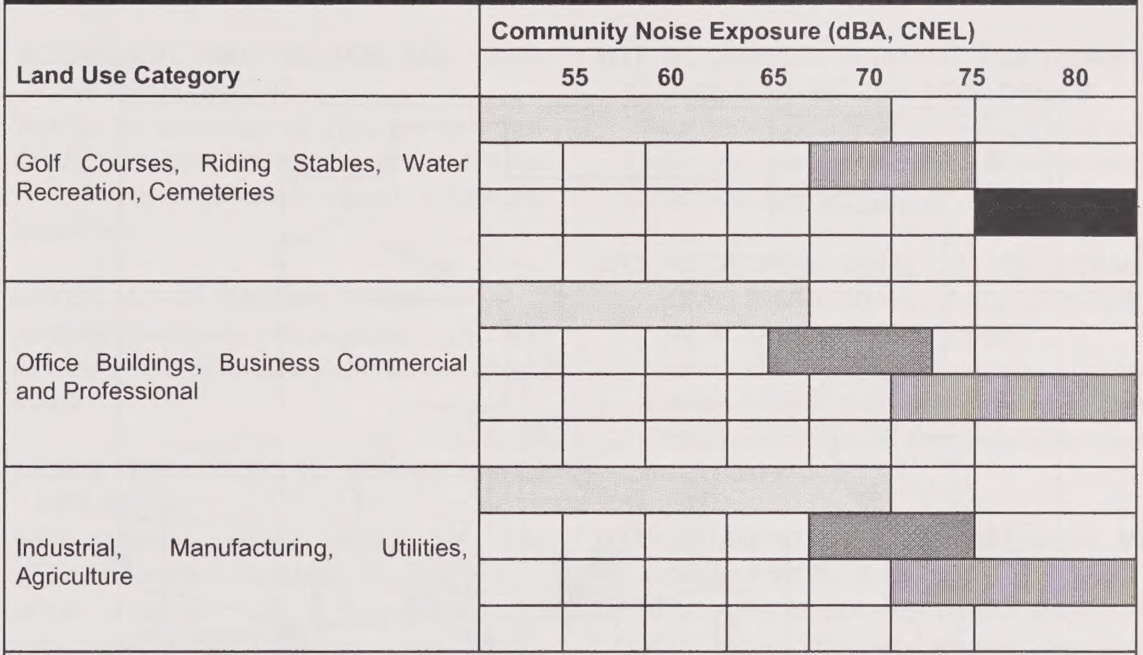
N5 ACOUSTICAL ANALYSIS FOR TRANSPORTATION ADJACENT DEVELOPMENT

Require acoustical analyses for new residential developments located adjacent to freeways, highways, or local roadways that have traffic

TABLE N-1: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Community Noise Exposure (dBA, CNEL)						
		55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes	░	░					
		▒	▒	▒			
					▥		
					█	█	█
Residential - Multi-Family	░	░	░				
			▒	▒			
					▥		
					█	█	█
Transient Lodging - Motels Hotels	░	░	░				
			▒	▒			
					▥	▥	
							█
Schools, Libraries, Churches, Hospitals, Nursing Homes	░	░	░	░			
			▒	▒			
					▥	▥	
							█
Auditoriums, Concert Halls, Amphitheaters							
	▒	▒	▒	▒	▒		
				█	█	█	█
Sports Arena, Outdoor Spectator Sports							
	▒	▒	▒	▒	▒	▒	
					█	█	█
Playgrounds, Neighborhood Parks	░	░	░	░			
				▥	▥		
					█	█	█

TABLE N-1: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS



Land Use Category	Community Noise Exposure (dBA, CNEL)					
	55	60	65	70	75	80
Golf Courses, Riding Stables, Water Recreation, Cemeteries	░	░	░	░	░	
					▥	▥	
							■
Office Buildings, Business Commercial and Professional	░	░	░	░		
				▩	▩	▩	
						▥	▥
Industrial, Manufacturing, Utilities, Agriculture	░	░	░	░	░	
					▩	▩	
						▥	▥

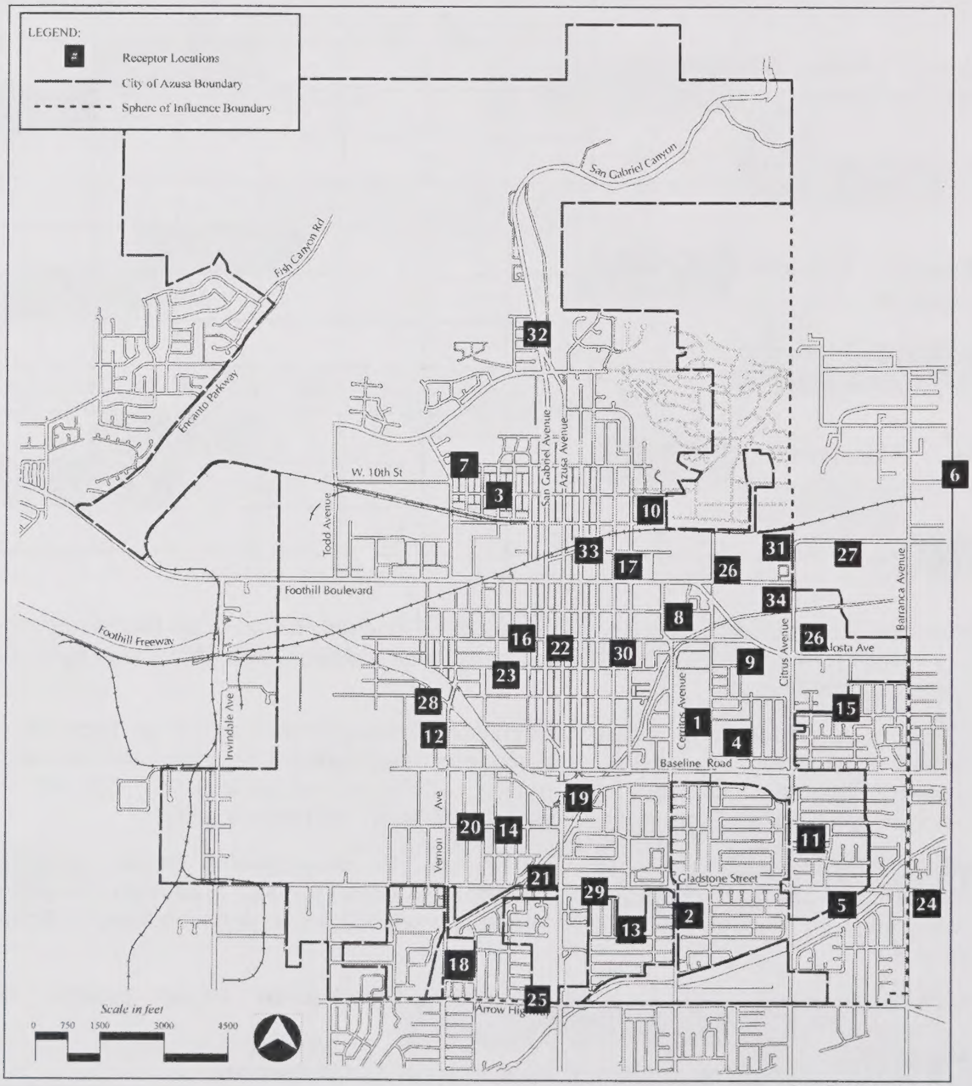
░ **Normally Acceptable** - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

▩ **Conditionally Acceptable** - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditionally will normally suffice.

▥ **Normally Unacceptable** - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

■ **Clearly Unacceptable** - New construction or development should generally not be undertaken.

SOURCE: California Office of Noise Control, Department of Health Services.


LEGEND:
■ Receptor Locations
City of Azusa Boundary
Sphere of Influence Boundary
San Gabriel Canyon
Fish Canyon Rd
Encanto Parkway
W. 10th St
Todd Avenue
San Gabriel Avenue
Azusa Avenue
Foothill Boulevard
Foothill Freeway
Irwindale Ave
Cerritos Avenue
Citrus Avenue
Barranca Avenue
Alosta Ave
Baseline Road
Vernon Ave
Gladstone Street
Arrow Highway
Scale in feet
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34

Source: Terry A. Hayes Associates

1. Azusa High School
2. Center School
3. Longfellow School
4. Foothill School
5. Gladstone Street School
6. Sandburg School
7. Hodge School
8. Lee School
9. Light & Life Christian School
10.
10. Dalton School
11. Magnolia School
12. Mountain View School
13. Murray School
14. Paramount School
15. Powell School
16. Slauson School
17. St. Frances of Rome School
18. Valleydale School
19. Alpha Infant Care & Pre School
20. Azusa Day School
21. Charter Oak Unified School District
22. Friends N Pals Pre School
23. Operation Headstart
24. Rainbow Christian Pre School
25. Santa Fe Kid Co
26. Azusa Pacific University
27. Citrus College
28. Erhardt Convalescent Home
29. Villa Azusa
30. Soldano Senior Village
31. Mankowski Homes
32. Silverado Assisted Living
33. Library
34. Foothill Vista Senior Mobile Home Park

Noise Sensitive Receptor Locations

GENERAL PLAN UPDATE

FIGURE N-2

volumes that equal or exceed 20,000 vehicles per day, or that are adjacent to a City-designated truck route.

N6 ACOUSTICAL ANALYSIS FOR RAIL ADJACENT DEVELOPMENT

Require an acoustical analysis for new residential developments located within 200 feet of an active or planned railroad or light rail transit line.

N7 ADVOCACY OF ELECTRIC TRAINS

Actively coordinate with regional agencies to advocate electrification of light rail and freight trains.

N8 GRADE SEPARATIONS TO ELIMINATE BELLS AND HORNS

Work with the railroads and/or the Public Utilities Commission in the planning process of rail crossings. Explore opportunities for grade separations at crossings, where feasible, to reduce or eliminate the need for crossing gate bells and approach horns.

N9 SAN GABRIEL VALLEY GUN CLUB

Explore ways to limit the hours of operation to restrict weekend use. Consider restricting the types of weapons (no rifles, shotguns, automatic weapons). Consider the feasibility of enclosing the facility or relocating the facility to an enclosed structure within an industrial zone in the City.

N10 USE NOISE CONTOUR MAPS TO DETERMINE ACCEPTABLE NOISE LEVELS FOR DEVELOPMENT

If new development is proposed for an area shown on Noise Element Contour Maps to be within the "Conditionally Acceptable," "Normally Unacceptable," or "Clearly Unacceptable" noise range for the proposed land use (as shown in Table N-1), require acoustical analysis and implementation of provisions to reduce exposure to noise, such as window glazing and other forms of sound insulation. (Figure N-3)

N11 ACOUSTICAL ANALYSIS FOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT

Require an acoustical analysis for new industrial and commercial developments that include outdoor activities or processes.

N12 ACOUSTICAL ANALYSIS FOR COMMERCIAL, INSTITUTIONAL, AND/OR INDUSTRIAL ADJACENT DEVELOPMENT

Require an acoustical analysis for commercial, institutional, or industrial developments that directly adjoin an existing residential use or residential zone.

N13 IMPLEMENTATION OF ABATEMENT MEASURES FOR STATE FACILITIES

Ensure that all noise abatement measures for State operated transportation facilities, such as the Interstate 210 Freeway are implemented in a timely fashion.

N14 MITIGATE TRANSPORTATION RELATED NOISE

Mitigate the impact of transportation-related noise in residential areas by: 1) actively coordinating with Caltrans to build sound walls; 2) enacting design guidelines to improve siting, orientation, and shielding of residential uses adjacent to freeways and busy arterials; 3) imposing strict building standards for window glazing and noise-attenuating building materials in new residential construction; and 4) implementing traffic calming measures to slow traffic in residential neighborhoods.

N15 NEW TRUCK ROUTES

Review existing City designated truck routes and develop a new truck route plan that minimizes truck traffic adjacent to existing and planned residential neighborhoods.

N16 NOISE COMPLAINTS AS EVALUATION FACTOR IN RENEWAL OF CUP

Include verified noise complaints as an evaluating factor during the renewal of existing conditional use permits.

N17 NOISE COMPLAINT DATABASE

Compile and maintain a database to be shared by all City departments regarding noise complaints relating to industrial activities and processes.

N18 ENFORCEMENT OF REGULATIONS

Encourage the enforcement of all state and federal safety and health regulations related to occupational, stationary and vehicular noise sources.

N19 SPECIAL EVENTS

Establish noise policy for outdoor events including, but not limited to, sporting events, concerts, festivals, and special events. Policy should include standards for acceptable noise levels, permitted hours of operation, and penalties for noncompliance.

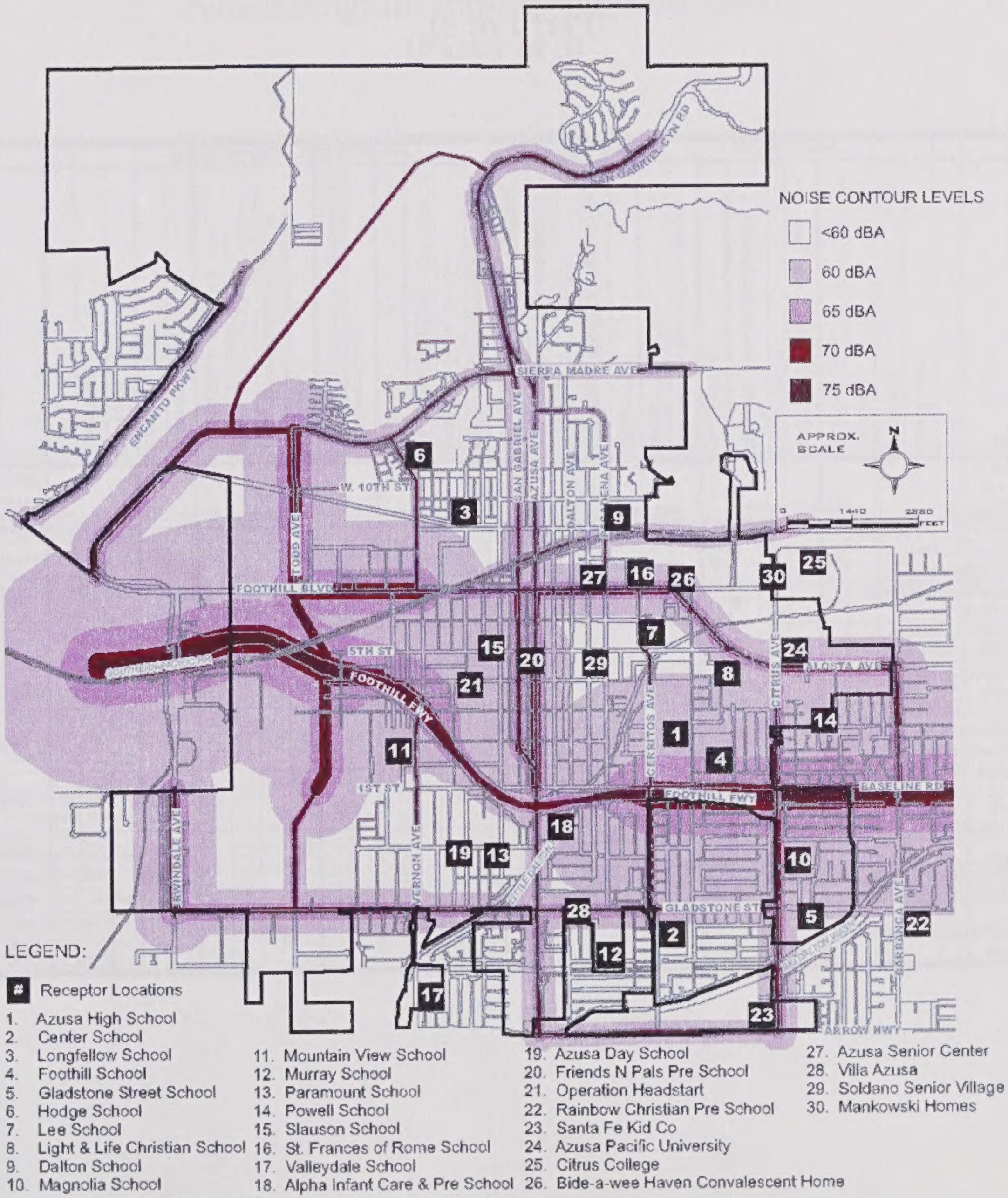
N20 RAIL NOISE

Work with the Public Utilities Commission, rail operators, and/or other entities to ensure that the noise generated by trains, including the sound of the horns, meed but do not exceed state regulations.

Projects that could realistically be completed in the next five years:

1. Develop design guidelines for residential uses to be located next to transportation facilities.
2. Determine special event policy.
3. Evaluate San Gabriel Valley Gun Club operations to limit noise.

Figure N-3
Future Noise Contours


NOISE CONTOUR LEVELS
☐ <60 dBA
60 dBA
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75 dBA
APPROX. SCALE
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FEET
SAN GABRIEL CYN RD
ENCANTO PKWY
SIERRA MADRE AVE
W. 10TH ST
TODD AVE
FOOTHILL BLVD
5TH ST
FOOTHILL FWY
1ST ST
IRWINDALE AVE
VERNON AVE
SAN GABRIEL AVE
AZUSA AVE
DALTON AVE
PASADENA AVE
CERRITOS AVE
CITRUS AVE
ALOSTA AVE
BASELINE RD
GLADSTONE ST
DALTON WASH
BARRANCA AVE
ARROW HWY
LEGEND:
■ Receptor Locations
1. Azusa High School
2. Center School
3. Longfellow School
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8. Light & Life Christian School
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11. Mountain View School
12. Murray School
13. Paramount School
14. Powell School
15. Slauson School
16. St. Frances of Rome School
17. Valleydale School
18. Alpha Infant Care & Pre School
19. Azusa Day School
20. Friends N Pals Pre School
21. Operation Headstart
22. Rainbow Christian Pre School
23. Santa Fe Kid Co
24. Azusa Pacific University
25. Citrus College
26. Bide-a-wee Haven Convalescent Home
27. Azusa Senior Center
28. Villa Azusa
29. Soldano Senior Village
30. Mankowski Homes

SOURCE: Terry A. Hayes Associates LLC

Noise Program Implementation Matrix
(Part 1 of 3)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									**Schedule *** as funding permits
N1	Noise As An Evaluation Factor For New Development		●													●									Ongoing
N2	Neighborhood Design Program		●							●						●									Ongoing
N3	Design Guidelines to Reduce Noise		●													●									2004
N4	Address Noise Sensitive Uses		●													●									Ongoing
N5	Acoustical Analysis For Transportation Adjacent Development		●													●									Ongoing
N6	Acoustical Analysis For Rail Adjacent Development		●													●									Ongoing
N7	Advocacy of Electric Trains												●			●									Ongoing
N8	Grade Separations to Eliminate Bells and Horns		●							●						●									Ongoing
N9	San Gabriel Valley Gun Club	●	●																						Ongoing

Noise Program Implementation Matrix
(Part 2 of 3)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., and/or Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	**Responsible Agency**														**Funding Source**									**Schedule *** **as funding permits**
N10	Use Noise Contour Maps to Determine Acceptable Noise Levels for Development		●													●				●					Ongoing
N11	Acoustical Analysis for Industrial and Commercial Development		●													●									Ongoing
N12	Acoustical Analysis for Commercial, Institutional, and/or Industrial Adjacent Development		●													●									Ongoing
N13	Implementation of Abatement Measures For State Facilities		●													●									Ongoing
N14	Mitigate Transportation Related Noise		●													●									Ongoing
N15	New Truck Routes		●							●						●									Ongoing
N16	Noise Complaints As Evaluation Factor in Renewal of CUP		●													●									Ongoing

Noise Program Implementation Matrix
(Part 3 of 3)

		City of Azusa														City of Azusa									
No.	Name	Administration (Admin., Info. Tech., Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer.Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other	
	Program	Responsible Agency														Funding Source									**Schedule *** as funding permits
N17	Noise Complaint Database		●													●									Ongoing
N18	Enforcement of Regulations		●													●									Ongoing
N19	Special Events		●													●									2006

Chapter 6: General Plan Team

Chapter 6: General Plan Team

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Envicom Corporation-Biolgical Resources and Graphics
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The Mobility Group-Mobility
Mooney Associates-Cultural and Historical Resources
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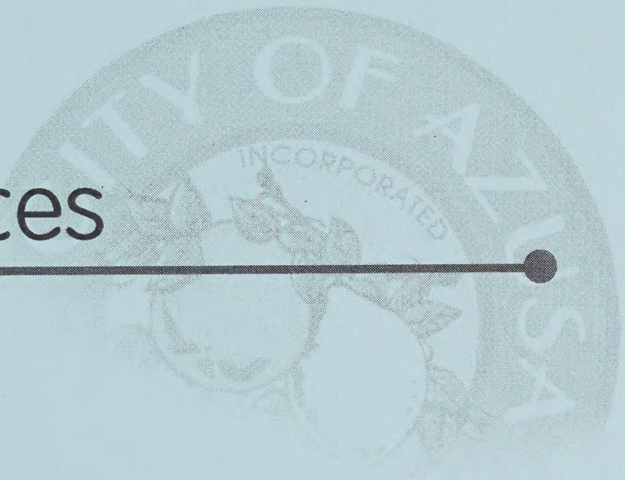
Moule Polyzoides-Urban Form
Strategic Economics-Economic Development
Terry A. Hayes Associates-Air and Noise Quality
Wilson Geosciences-Geologic Resources and Hazards

Appendices


CITY OF AZUSA
INCORPORATED

MOBILITY APPENDIX

The Mobility Element

Introduction

The Mobility Element sets forth the plan for mobility and circulation within the City. It is based on the goals and policies identified in the General Plan. These goals support the mobility vision of the City to put people first by calming traffic, improving connections, and encouraging walking, biking, and use of public transit.

The City's transportation system therefore needs to provide for a balanced integration of all transportation modes. Traffic should flow smoothly, but at appropriate, low, and safe speeds. Alternatives to the car should be provided for. The circulation system should be compatible with walkability and livable neighborhoods. The impacts of traffic should be minimized not only in residential neighborhoods but also on streets in commercial and recreational areas.

Purpose

The purpose of the Mobility Element is to provide a safe, efficient, and adequate circulation system in the city. The Mobility Element is one of the General Plan components required by the State of California's General Plan Guidelines (Government Code Section 65300-65307). These guidelines require that a circulation element "..consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan".

The Mobility Element meets all of the requirements of state law, by providing specific goals, policies and plans for multi-modal transportation in the City in support of the Land Use Element. Public utilities and facilities are addressed separately in the Infrastructure Element of the General Plan.

1. Regional Access

Principal regional access to/from Azusa is provided by the I-210 Foothill Freeway which runs east-west through the northern part of the San Gabriel Valley with local interchanges at Irwindale Avenue (in the City of Irwindale), Vernon Avenue, Azusa Avenue, and

Citrus Avenue. The Mobility Element maintains three and relocates one of these local interchanges.

The Mobility Element calls for the City to work with Caltrans to construct a new interchange with I-210 in the vicinity of Zachary Padilla Avenue (to serve a new north-south arterial connecting Todd Avenue and Vincent Avenue) and to replace the existing interchange at Vernon Avenue. This will enhance circulation on the west side of the city without impacting residential neighborhoods, and provide relief to the Azusa Avenue interchange.

Azusa Avenue and San Gabriel Canyon Road provide regional access from the I-210 Freeway through the City of Azusa to Azusa Canyon in the San Gabriel Mountains.

The principal routes connecting Azusa to adjacent cities are Foothill Boulevard to the west, Irwindale Avenue, Azusa Avenue and Citrus Avenue to the south, and Alosta Avenue to the east. Because the City of Azusa is located at the base of the mountains, there are fewer connecting arterials and less traffic passing through the city than is typically found in many other cities in Los Angeles County. The Mobility Element maintains these principal routes.

Regional transit connections to Azusa are provided by Foothill Transit bus service. The Mobility Element plans for significant increases to transit service to, from, and within the City. Regional rail service is currently being planned by the Gold Line Construction Authority and the LACMTA through the extension of the Los Angeles to Pasadena light rail line eastward to Claremont.

2. The City's Street System

The planned City street system is based on Goal 1 and Goal 2, and Policies 1.1 to 1.4 and 2.1 to 2.5, of the Mobility Element, and is described in the following sections.

a. Street Classification

The City's street system is defined in the Mobility Element by a hierarchical classification. City streets are intended for use not just for automobiles but by all travel modes, including transit vehicles, bicycles and pedestrians. The street categories are differentiated by function (the type and mix as well as the overall level of traffic served), and thus by size (number of lanes), and design (widths, features, etc.). The Mobility Element identifies five key street classes, as described below. No single transportation mode will have absolute priority on any type of street. Generally vehicles will have a higher priority on higher order (arterial) streets and pedestrians will have a higher priority on lower order (local) streets. However, for each street type, an appropriate balance should be maintained between the needs of all modes.

Principal Arterial Street

A Principal Arterial Street, or Boulevard, provides for the principal movement corridors in the city. This street type, although expected to carry the highest volumes of traffic, also balances the many travel demands in and through the city by also accommodating transit, bicycle and pedestrian travel. Principal Arterial Streets serve major centers of urban activity including commercial centers, employment nodes, and institutional and recreational destinations.

Secondary Arterial Street

A Secondary Arterial Street, or Avenue, provides for secondary movement corridors in the city. Secondary Arterial Streets will carry less traffic than Principal Arterial Streets but more traffic than Collector and Local Streets. This roadway classification is designed to support more local auto circulation as well as convenient travel by other modes, particularly, transit, bicycle and pedestrian. It also serves some of the same major land uses as a Principal Arterial.

Collector Street

A Collector Street, or Connector Street, provides access from local areas and neighborhoods to activity centers and/or the arterial roadway system. This type of street typically serves primarily residential uses although it may also serve certain neighborhood land uses such as schools and neighborhood commercial uses. Collector Streets will carry a higher volume of traffic than Local Streets because they serve to collect traffic from local residential neighborhoods and connect them to the arterial roadway system and activity centers.

Local Street

A Local Street functions to serve adjacent residential land uses. Local Streets should not carry significant amounts of through traffic and will carry the lowest volumes of all roadway classifications within the City. Some Local Streets may also serve to access other local streets, while others will carry only traffic with an origin or destination on the street itself.

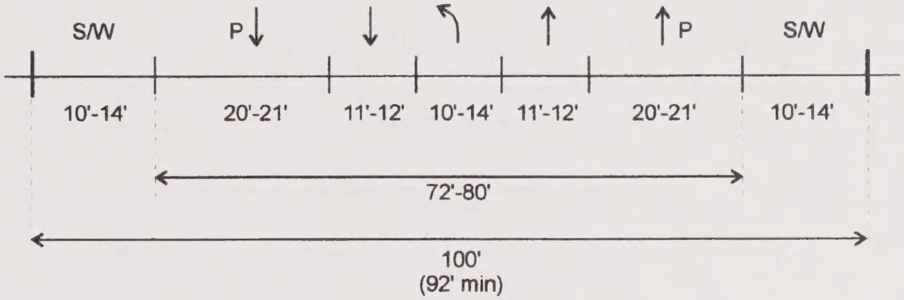
b. Design Standards

The Mobility Element sets design standards for each roadway type, to ensure adequate safety and operating conditions and appropriate roadway types, sizes and configurations for the adjacent land uses. These standards are defined in Figure 1, which shows right-of-way, roadway, travel lane and sidewalk widths for the different roadway classifications. They reflect Goal 4 and Policies 4.1 to 4.4 of the Mobility Element.

Principal Arterial Street (100' Right-of-Way, 72' to 80' Roadway, Four or Six Lanes)

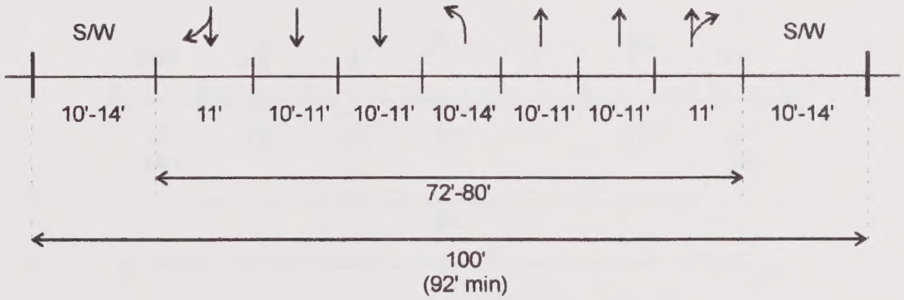
Four Lane

Midblock


S/W
P↓
↓
↰
↑
↑P
S/W
10'-14'
20'-21'
11'-12'
10'-14'
11'-12'
20'-21'
10'-14'
72'-80'
100'
(92' min)

Note: Bike lane (5'-6') can be provided if no on-street parking

Intersection


S/W
S/W
10'-14'
11'
10'-11'
10'-11'
10'-14'
10'-11'
10'-11'
11'
10'-14'
72'-80'
100'
(92' min)

6 Lane

Midblock &
Intersection

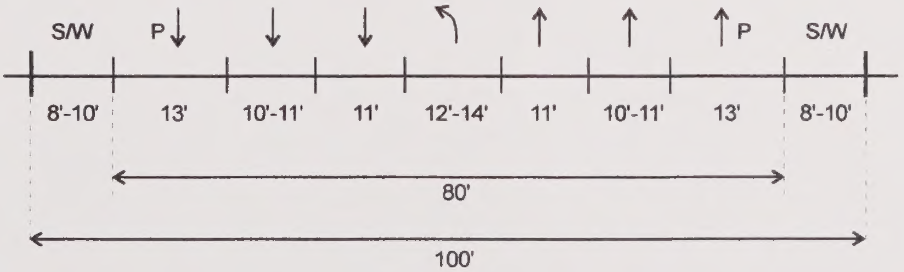

S/W
P↓
↓
↓
↰
↑
↑
↑P
S/W
8'-10'
13'
10'-11'
11'
12'-14'
11'
10'-11'
13'
8'-10'
80'
100'

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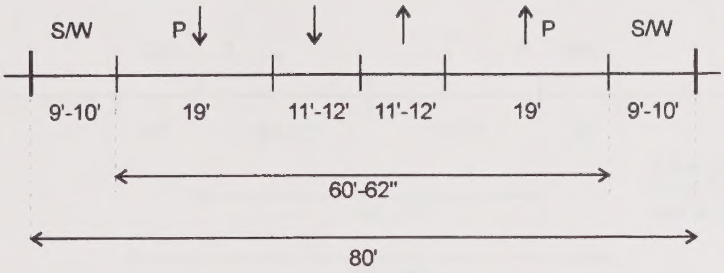
Figure 1
Street Standards - Principal Arterial Street

Secondary Arterial Street (80' Right-of-Way, 60'- 62' Roadway, Four Lanes)

Midblock


S/W
P
P
S/W
9'-10'
19'
11'-12'
11'-12'
19'
9'-10'
60'-62"
80'

Note: Bike lane (5'-6') can be provided if no on-street parking

Intersection

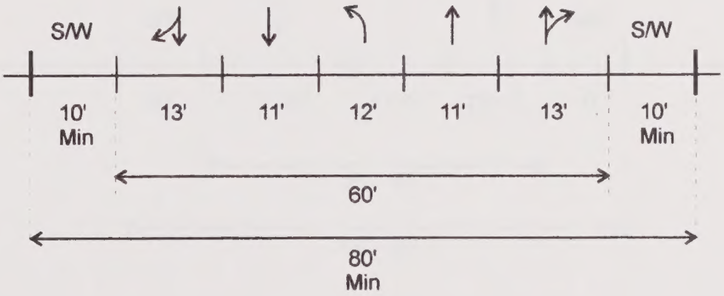

S/W
S/W
10' Min
13'
11'
12'
11'
13'
10' Min
60'
80' Min

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Figure 1
Street Standards - Secondary Arterial Street

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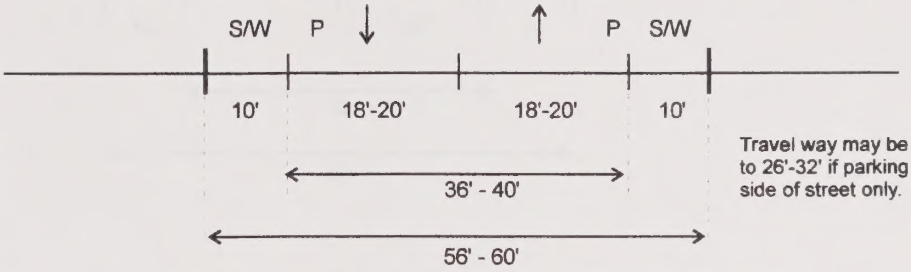
Collector Street (56'- 60' Right-of-Way, 36'- 40' Roadway, Two Lanes)

Midblock

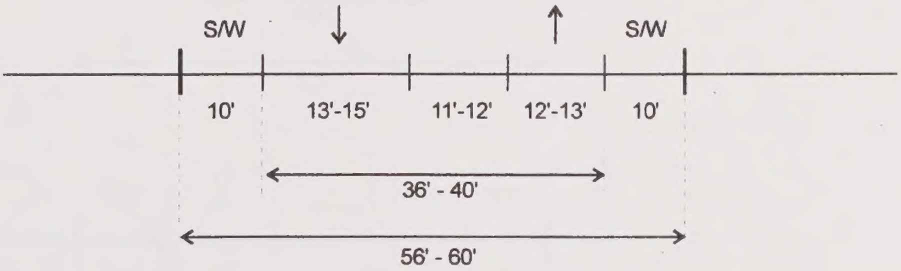


S/W
P
P
S/W
10'
18'-20'
18'-20'
10'
36' - 40'
56' - 60'

Travel way may be reduced to 26'-32' if parking on one side of street only.

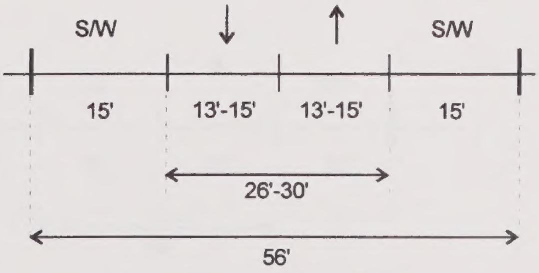
Note: Bike lane (5'-6') can be provided if no on-street parking

Intersection
(If left-turn lane necessary)



S/W
S/W
10'
13'-15'
11'-12'
12'-13'
10'
36' - 40'
56' - 60'

Intersection
(with bulbouts)



S/W
S/W
15'
13'-15'
13'-15'
15'
26'-30'
56'

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Figure 1
Street Standards - Collector Street

Local Street (40' to 48' Right-of-Way, 26' to 32' Roadway, Two Lanes)

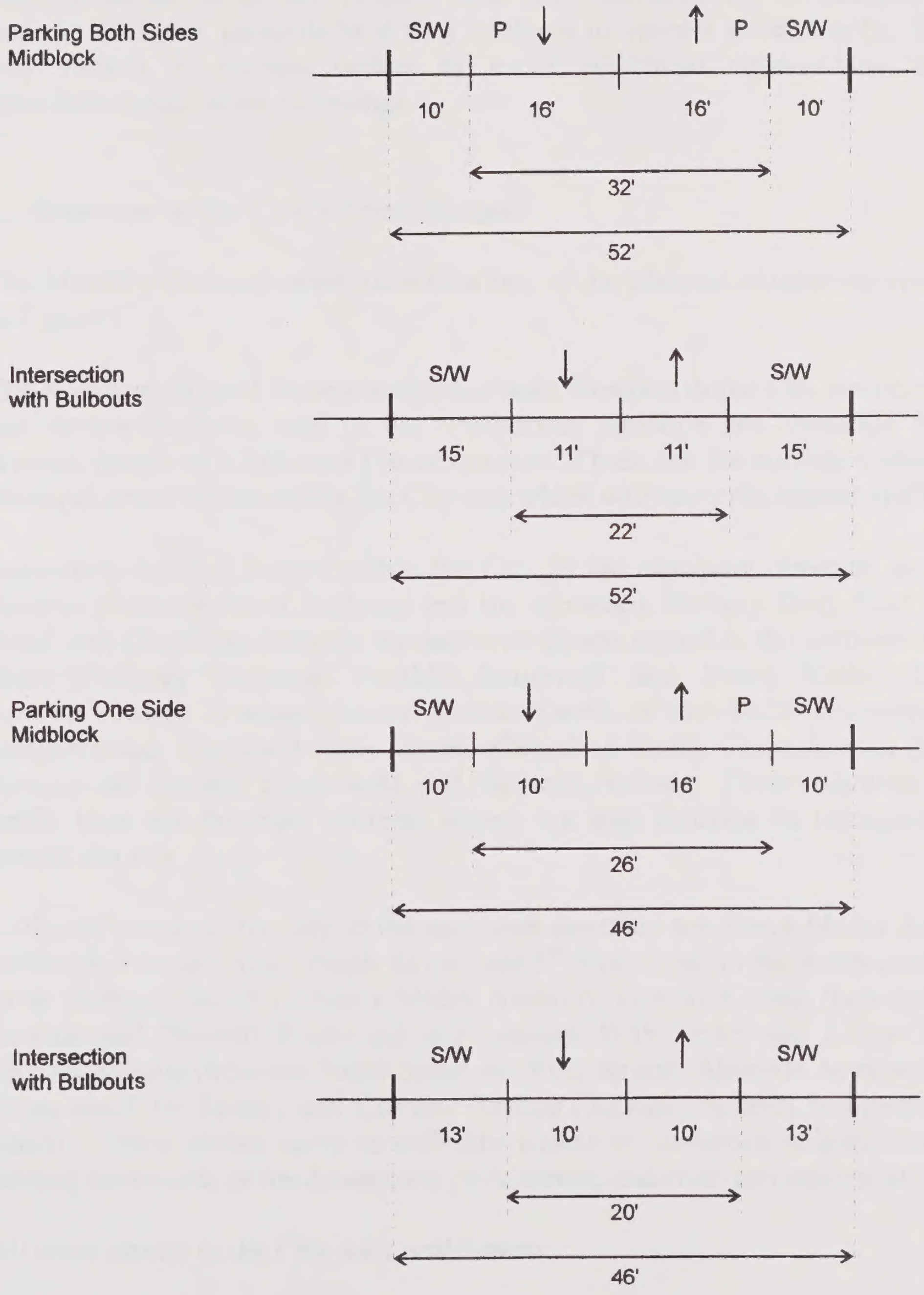
Parking Both Sides
Midblock
S/W
P
P
S/W
10'
16'
16'
10'
32'
52'
Intersection
with Bulbouts
S/W
S/W
15'
11'
11'
15'
22'
52'
Parking One Side
Midblock
S/W
P
S/W
10'
10'
16'
10'
26'
46'
Intersection
with Bulbouts
S/W
S/W
13'
10'
10'
13'
20'
46'

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Figure 1
Street Standards - Local Street

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These are set as desirable standards, particularly for new street construction, and may not be practically achievable or feasible in all circumstances, particularly for existing streets. Local variations may exist due to physical constraints and/or right-of-way limitations. Existing streets that do not currently meet these standards will not necessarily be widened in order to do so, particularly if they continue to operate satisfactorily. Existing streets may remain at current widths to avoid additional right-of-way takes, building demolitions, and street widenings.

c. Overview of the City's Street System

The Mobility Element street classifications of the planned circulation system are shown in Figure 2.

The Principal Arterial Streets in the east-west direction in the City are Foothill Boulevard and Arrow Highway, and in the north-south direction are Irwindale Avenue, Azusa Avenue (south of I-210) and Citrus Avenue. These are the corridors which serve as the principal travel routes within the City and which will carry the highest traffic volumes.

Secondary Arterial Streets within the City in the east-west direction are Sierra Madre Avenue (between River Parkway and the Monrovia Nursery Site), First Street/Baseline Road, and Gladstone Street in the east-west direction; and in the north-south direction are River Parkway (between Foothill Boulevard and Sierra Madre Avenue), Todd Avenue/Vincent Avenue, Azusa Avenue (north of the I-210 Freeway), San Gabriel Canyon Road, Cerritos Avenue (south of Baseline Road), Citrus Avenue (between Alosta Avenue and Foothill Boulevard), and Barranca Avenue. These roadways will carry less traffic than the Principal Arterial Streets but also function as important travel routes around the city.

Collector streets in the city in the east-west direction are Sierra Madre Avenue (thru the Monrovia Nursery Site), Ninth Street, and 5th Street; and in the north-south direction are River Parkway (north of Sierra Madre Avenue), Vernon Avenue (between Sierra Madre Avenue and Foothill Boulevard and between Fifth Street and Arrow Highway), San Gabriel Avenue (between Ninth Street and First Street), Alameda Avenue (between Ninth Street and First Street), and Cerritos Avenue (between Foothill Boulevard and Baseline Road). These streets serve as collector streets to numerous neighborhoods as well as serving areas such as the downtown, civic center, and river recreational areas.

All other streets in the City are Local Streets.

New Streets

A number of new streets are planned in The Mobility Element, in order to complete missing links in the city's street system and to fully develop the street system to allow access to all areas of the city. Providing a full street grid in the City allows for traffic to

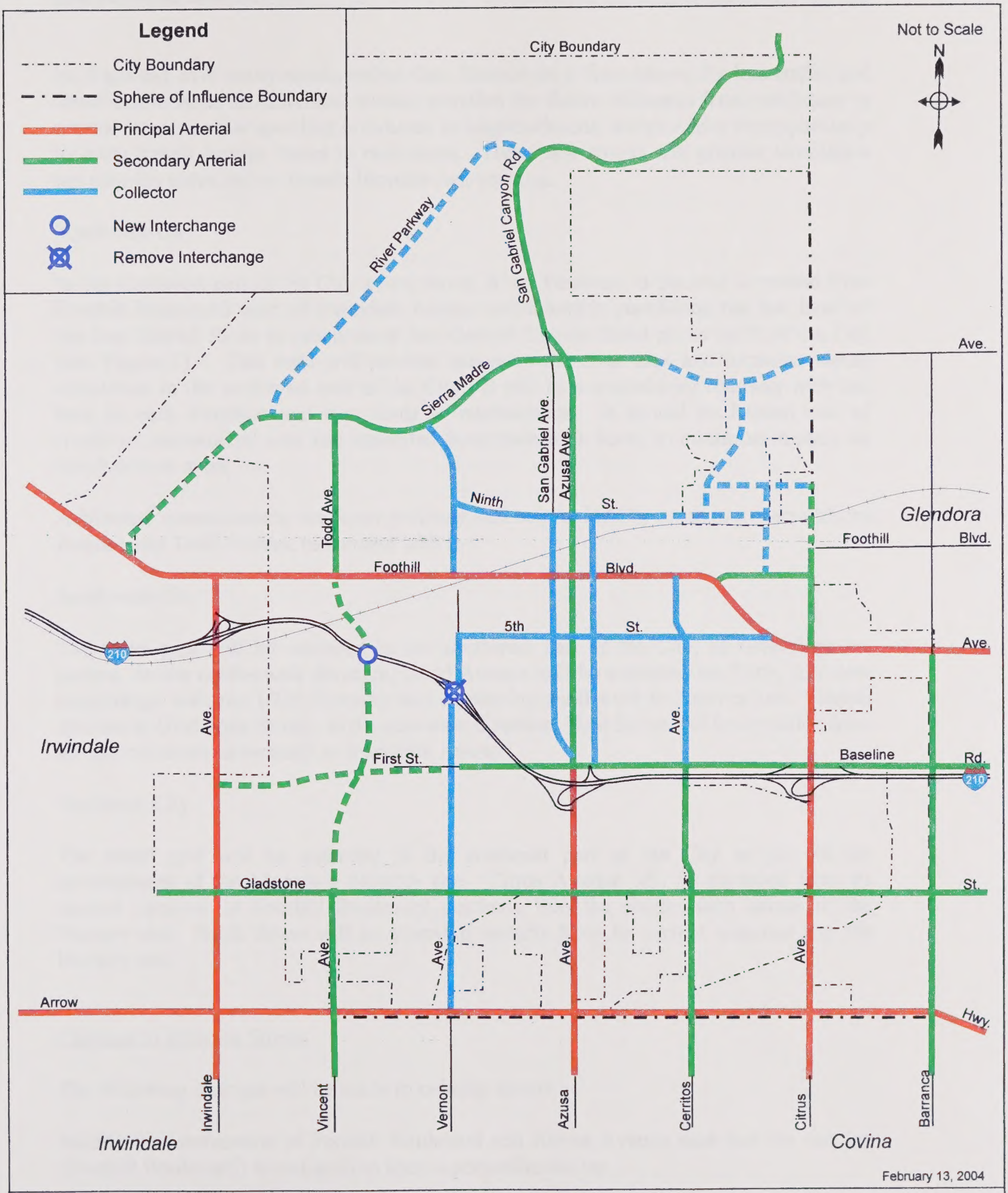
Legend
City Boundary
Sphere of Influence Boundary
Principal Arterial
Secondary Arterial
Collector
New Interchange
Remove Interchange
Not to Scale
N
City Boundary
River Parkway
San Gabriel Canyon Rd
Sierra Madre
Ave.
Todd Ave.
San Gabriel Ave.
Azusa Ave.
Ninth
St.
Glendora
Foothill
Blvd.
Foothill
Blvd.
5th
St.
Ave.
210
Ave.
Ave.
Irwindale
First St.
Baseline
Rd.
210
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy.
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina
February 13, 2004

Figure 2
Street Classifications

Azusa General Plan - Mobility Element

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be dispersed over many streets rather than focused on a few; allows for less traffic and fewer traffic lanes on individual streets; provides for shorter distances from residences to arterial streets so that speeding is reduced in neighborhoods; and provides the opportunity to bring transit service closer to residences. These new streets will provide circulation not only for autos but for transit, bicycles and walking.

Northwest City

In the northwest part of the City a new street, River Parkway, is planned to extend from Foothill Boulevard west of Irwindale Avenue northeasterly paralleling the east bank of the San Gabriel River to terminate at San Gabriel Canyon Road in the north of the City (see Figure 1). This road will provide access to the river area and improve overall circulation in the northwest part of the City. It will be a meandering roadway with one lane in each direction and turn lanes at intersections. It should be located east of riverfront recreational uses and separated from them by a berm, to minimize impacts on the riverfront areas.

Additional connections to the River parkway will be provided by extending Sierra Madre Avenue and Todd Avenue to connect with it.

Southwest City

The street grid will be extended in the southwest part of the City, as redevelopment occurs. In the north-south direction, Todd Avenue will be extended southerly, to a new interchange with the I-210 Freeway and continuing southward to connect with Vincent Avenue at Gladstone Street. In the east-west direction, First Street will be extended from its current terminus westerly to Irwindale Avenue.

Northeast City

The street grid will be extended in the northeast part of the City as part of the development of the Monrovia Nursery site. Citrus Avenue will be extended from its current terminus at Foothill Boulevard northerly into the southeastern corner of the Nursery site. Ninth Street will be extended easterly from its current terminus into the Nursery site.

Changes to Existing Streets

The following changes will be made to existing streets.

Modify the intersection of Foothill Boulevard and Alosta Avenue such that the east leg (Foothill Boulevard) is realigned to form a perpendicular tee.

Conduct a study to investigate the feasibility of converting the existing one-way couplet of Azusa Avenue and San Gabriel Avenue between Sierra Madre Avenue and First Street back to two two-way streets.

d. Performance Standards

In order to ensure that the arterial roadway system functions effectively, performance standards have been set in the Mobility Element. These are defined by the concept of Level of Service (LOS) which describes a range of roadway operating conditions from LOS A (excellent conditions) to LOS F (very poor conditions), as described in Table 1. Performance standards have been set in the Mobility Element to ensure that adequate traffic operating conditions prevail in the City without traffic congestion.

Performance standards are set in the Mobility Element by Policy 1.2, which identifies that Level of Service D shall be maintained on roadway segments and at signalized intersections throughout the City; except in the downtown area, the University District, and in the vicinity of freeway interchanges, where Level of Service E shall be maintained.

These performance standards are not intended to mandate roadway and/or intersection widenings. They are a policy goal and will be used to monitor traffic conditions in the City and to assess the impacts of new development. Because level of service standards apply only to vehicular mobility and do not account for walkability or other modes, they will not be the sole criteria for judging transportation system performance. Pedestrian walkability and convenience, livability, transit access and operability, and urban aesthetics, will be also be used.

3. The Transit System

The City's street system provides the circulation system not only for automobiles but for other transportation modes that allows residents to travel without using their car all the time. One of these key alternative modes of transportation is transit.

The City currently has a local transit system – Azusa Transit/Canyon City Transit – that effectively serves a large part of the City via a fixed one-way loop route. The City is committed to expanding this service and further increasing the availability and use of transit.

A key goal of the Mobility Element is that the existing transit services operating in the City be expanded and enhanced to be made more accessible and convenient to residents. This should include expanded route coverage, increased service frequencies and extended operating hours, and the provision of transit-related amenities, as the availability of

Table 1. Roadway Level of Service Definitions

Level of Service	V/C Value	Traffic Conditions
A	0.00 – 0.60	Primarily free-flow operations at average travel speeds, usually about 90 percent of free flow speed. Vehicles can maneuver unimpeded within the traffic stream. Delay at signalized intersections is minimal
B	0.61 – 0.70	Reasonable unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed. Ability to maneuver is only slightly restricted and delays at signalized intersections are not significant.
C	0.71 – 0.80	Stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted. Longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the free flow speed.
D	0.81 – 0.90	Borders on a range in which small increases in flow may cause substantial increases in delay and decrease in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of the free flow speed.
E	0.91 – 1.00	Characterized by significant delays and average travel speeds of 33 percent or less of the free flow speed. Such operations are caused by a combination of high volumes, high number of traffic signals, lack of signal coordination, extensive delays at critical intersections, and inappropriate signal timing.
F	Above 1.00	Characterized by urban street flow at extremely low speeds, typically one third to one fourth of the free flow speed. Intersection congestion is likely at critical signalized locations, with high delay, high volumes, and extensive queuing.

Source: Highway Capacity Manual HCM 2000, Transportation Research Board, Washington D.C., 2000.

funding allows. The proposed transit system responds to Goal 6 and Policies 6.1 to 6.5 of the Mobility Element.

The Mobility Element anticipates the extension of the Los Angeles – Pasadena Gold Line light rail transit (LRT) from Pasadena to Claremont through the City of Azusa on the old Santa Fe railroad right-of-way (now owned by the Blue Line Construction Authority). This will provide regional rail transit service connections. Two rail stations are planned, one at the old Santa Fe Depot between Azusa Avenue and AlamedaAvenue in the downtown, and one at Citrus Avenue on the border with Glendora. Each rail station will be a full multimodal transit center that will also incorporate bus service, bicycle parking and facilities, and pedestrian amenities.

The Mobility Element also anticipates that all arterial and most collector streets within the City will also function as transit corridors which would be served by either local or regional transit service, as shown in Figure 3.

The City will work with the regional transit operators to improve regional transit service and expand routes in the City. Figure 3 shows the streets anticipated to be served directly by regional transit service.

In addition, the City will work to expand the local Azusa Transit service from it's current one-way loop to a neighborhood based service that provides flexible service routes between the different areas of the city. The expanded service should serve residential neighborhoods, employment and commercial nodes, institutional facilities and recreational areas, and connect to major destinations such as downtown and the University District. This local transit service should provide more frequent service than today, and could and allow on-call deviations from semi-fixed routes. The service could be based on smaller (20-seat) vehicles. This local transit service will in some cases use the same transit corridors as the regional transit service but will also serve additional corridors as shown in Figure 3.

The combination of regional and local service on these transit corridors will put transit service within at most a quarter-mile of all residences in Azusa, and will serve all key destinations within the City.

Local dial-a-ride service will also continue to be provided by the City.

4. The Non-Motorized System

A key component of the Mobility Element is the City's commitment to providing a multimodal circulation system that provides for transportation choices and convenient alternatives to the automobile for mobility within the City. Bicycling and walking are encouraged and the City will develop and maintain a bicycle network and pedestrian network to serve these needs.

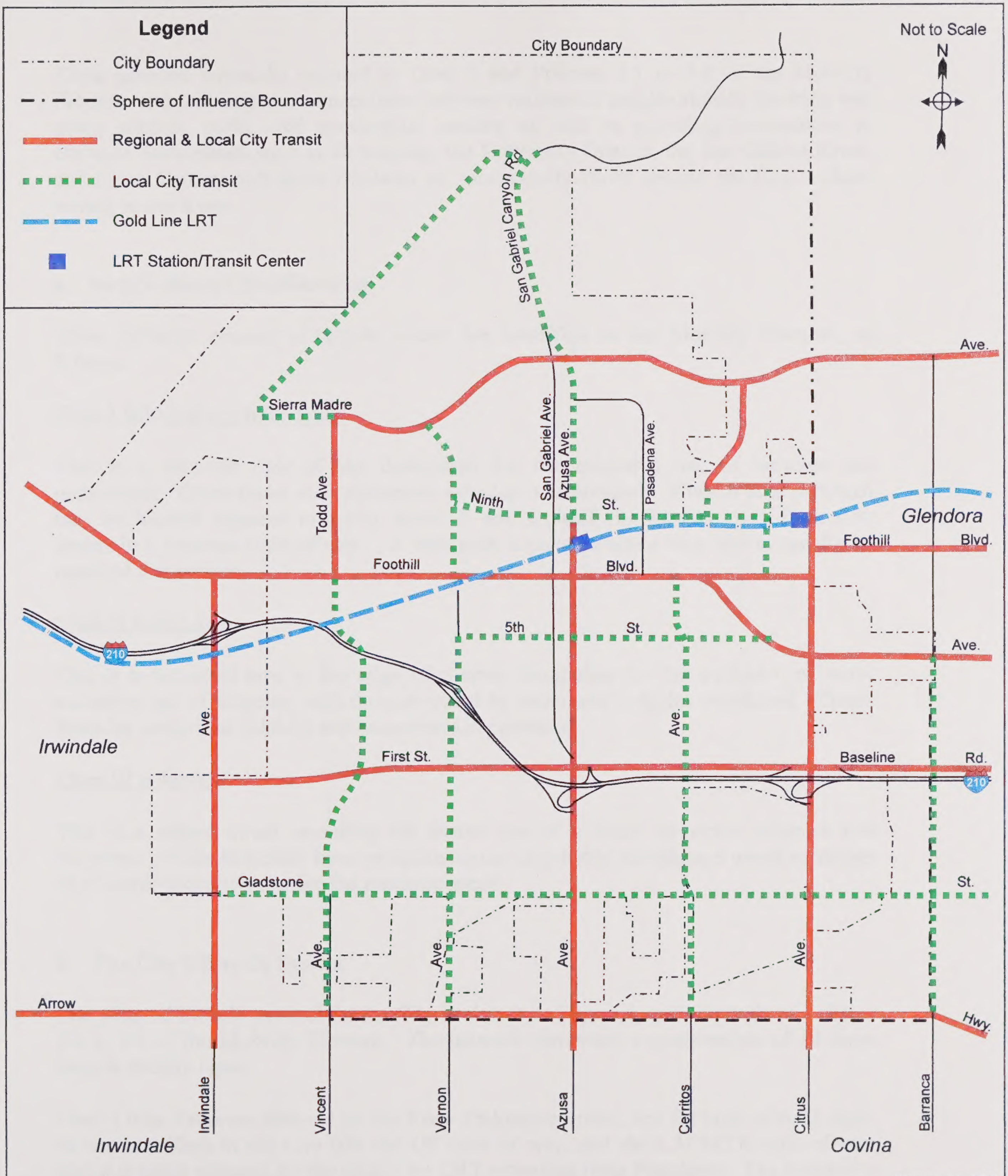
Legend
City Boundary
Sphere of Influence Boundary
Regional & Local City Transit
Local City Transit
Gold Line LRT
LRT Station/Transit Center
Not to Scale
N
City Boundary
San Gabriel Canyon Rd
Sierra Madre
Ave.
Todd Ave.
San Gabriel Ave.
Azusa Ave.
Pasadena Ave.
Ninth
St.
Glendora
Foothill
Blvd.
Foothill
Blvd.
5th
St.
Ave.
210
Irwindale
Ave.
First St.
Ave.
Baseline
Rd.
210
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy.
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina

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Figure 3
Proposed Expanded Transit System

Azusa General Plan - Mobility Element

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These planned networks respond to Goal 3 and Policies 3.1 to 3.8 of the Mobility Element and will improve connections between residential neighborhoods (existing and new), schools, parks, and commercial centers, as well as providing connections to citywide destinations such as Downtown, the University District, the San Gabriel River, and Civic Center, and allow residents to conveniently travel around the City without having to use a car.

a. Bicycle Route Classifications

Three different classes of bicycle routes are identified in the Mobility Element, as follows.

Class I Bike Path or Bike Trail

This is a separate right-of-way designated for the exclusive use of bicycles and pedestrians. Cross-flows with motorized vehicles is minimized. While a bike path/trail may be located adjacent to a City street, it will typically be located away from City streets in a separate right-of-way. A bike path is paved while a bike trail is usually an unpaved dirt surface.

Class II Bike Lane

This is a restricted area at the edge of a street designated for the exclusive or semi-exclusive use of bicycles, with through travel by motorized vehicles prohibited. Cross-flows by motorized vehicles and pedestrians is permitted.

Class III Bikeway

This is a signed street providing for shared use of a street by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, the signage warns motorists of probable bicyclists sharing the roadway space.

b. The City's Bicycle System

The planned bicycle network in the City is shown in Figure 4, and responds to Policies 3.4 to 3.8 of the Mobility Element. The network comprises a combination of all three bicycle facility types.

Class I Bike Paths are planned for the River Parkway corridor, and for both railroad right-of-way corridors in the City (the old UP right of way, and the LACMTA right-of-way which is being planned for the Gold Line LRT extension from Pasadena). The feasibility and cost effectiveness of providing bike paths or trials along the Little Dalton Wash should also be investigated.

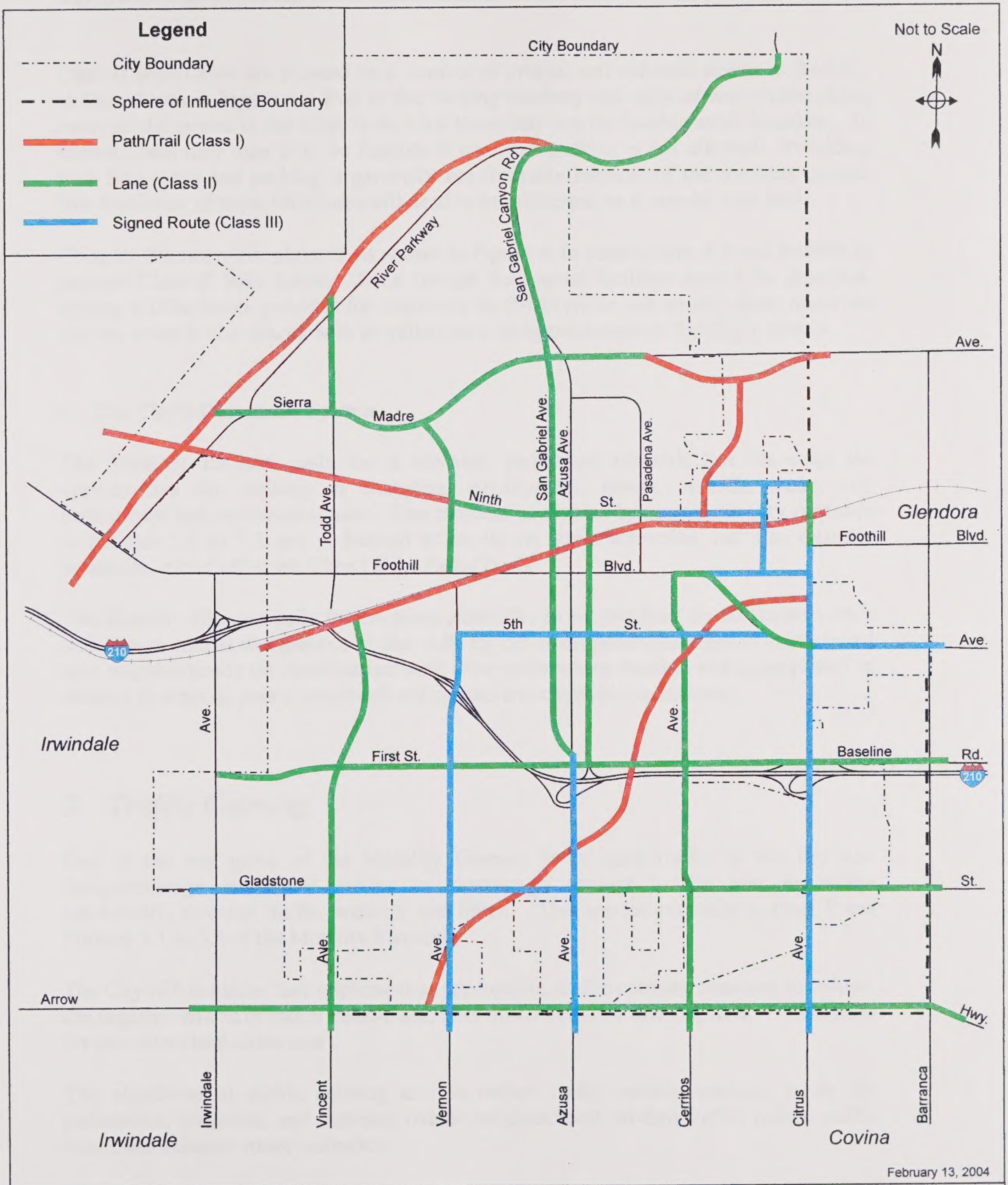
Legend
City Boundary
Sphere of Influence Boundary
Path/Trail (Class I)
Lane (Class II)
Signed Route (Class III)
Not to Scale
N
City Boundary
River Parkway
San Gabriel Canyon Rd
Ave.
Sierra
Madre
San Gabriel Ave.
Azusa Ave.
Pasadena Ave.
Ninth
St.
Todd Ave.
Glendora
Foothill
Blvd.
Foothill
Blvd.
210
5th
St.
Ave.
Irwindale
Ave.
Ave.
First St.
Baseline
Rd.
210
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy.
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina
February 13, 2004

Figure 4
Bicycle Routes

Azusa General Plan - Mobility Element

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Transportation Strategies & Solutions

Class II Bike Lanes are planned on a number of arterial and collector streets in the City, as also shown in Figure 4. Due to the varying roadway and right-of-way widths along many of the streets in the City, these bike lanes may not be feasible at all locations. In certain cases they may only be feasible if on-street parking is not allowed. Providing both bike lanes and parking is generally not desirable because of the conflicts caused. The feasibility of these bike lanes will need to be addressed on a case-by-case basis.

Class III Bikeways are planned, as shown in Figure 4, in cases where it is not feasible to provide Class II Bike Lanes. Even though designated facilities cannot be provided, signing a Bike Route provides for continuity in the citywide system and alerts motorists that the street is also shared with bicyclists on a designated route in the City's system.

c. The City's Pedestrian System

The Mobility Element calls for a citywide pedestrian network that increases the opportunities for walking to shopping, employment, transit, schools, parks, and institutional and recreational uses. This planned pedestrian system in the City responds to Policies 3.1 to 3.3 and is focused primarily on street sidewalks, but also includes pedestrian use of off-street Class I Bike Paths/Trails.

The Mobility Element calls for on-street sidewalks to be provided on all streets with a collector or arterial designation. It also calls for off-street pedestrian trails in existing and new neighborhoods (in combination with bike paths where feasible and appropriate) to connect to schools, parks, neighborhood centers and citywide destinations.

5. *Traffic Calming*

One of the key goals of the Mobility Element is to calm traffic in the city and design/redesign residential streets to discourage through traffic and encourage residentially oriented traffic, walkers, and bikes. This section responds to Goal 5 and Policies 5.1 to 5.3 of the Mobility Element.

The City will consider, and implement as appropriate, traffic calming measures to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

The objectives of traffic calming are: to reduce traffic speeds, increase safety for pedestrians, bicyclists, and vehicles, reduce neighborhood cut-thru traffic, reduce traffic noise, and enhance street aesthetics.

Traffic calming includes education programs, enforcement of traffic regulations, implementation of physical devices, and streetscape enhancement. These measures will be focused on streets in residential neighborhoods, although certain measures may be

applied to collector and arterial roadways as necessary and as appropriate. However, because the key element in reducing traffic problems in neighborhoods is ensuring that arterial roads operate effectively, traffic calming of arterials may be counter-productive in many cases.

Traffic calming programs should generally:

- be implemented on an areawide (neighborhood) basis, rather than by specific location.
- be tailored to the specific needs of each area/location.
- ensure adequate emergency vehicle response times are maintained.
- ensure traffic is not just shifted to other local streets.
- receive broad-based support from affected parties and stakeholders.

Traffic Calming Toolbox

A preliminary toolbox of traffic calming measures is identified in Table 2, which identifies potential measures and their applicability to local, collector and arterial streets. As a first step in the implementation of the General Plan a detailed toolbox will be developed that for each device/measure; includes a functional description, describes the advantages and disadvantages, provides guidelines for its application of each device/measure, and describes criteria and standards for its implementation.

Process for Developing and Implementing Traffic Calming Programs

The City will also develop a process to identify traffic calming needs and implement traffic calming programs in residential neighborhoods where necessary and appropriate. The process will be responsive to neighborhood input, and include the participation of local residents, business owners, and property owners, as well as City Departments and other affected governmental entities as appropriate.

This process will define procedures and timelines for steps that will probably include:

- an initial project request (from a neighborhood) and preliminary review (by the City);
- a priority ranking (by the City);
- a petition to study (from a neighborhood);
- plan development and evaluation;
- approvals (neighborhood and City);
- implementation; and
- follow-up and monitoring of results.

Table 2. Preliminary Traffic Calming Toolbox Overview

No.	Measure	Local Street	Collector Street	Arterial Street
1	Bike Lanes		Yes	Yes
2	Chicane	Yes		
3	Choker/Neckdown	Yes	Yes	
4	Curb Extension	Yes	Yes	Yes
5	Curb Radius Reduction	Yes	Yes	Yes
6	Diverter	Yes		
7	Education	Yes	Yes	Yes
8	Gateway		Yes	
9	Landscaping	Yes	Yes	Yes
10	Marked/Striped Crosswalks		Yes	Yes
11	Median		Yes	Yes
12	Median Barrier	Yes	Yes	
13	Modified T-Intersection	Yes	Yes	
14	Pedestrian Refuge Islands		Yes	Yes
15	Pedestrian Signal Timing		Yes	Yes
16	Pedestrian Signals		Yes	Yes
17	Raised Intersection	Yes	Maybe	
18	Reduce Number of Lanes		Yes	Maybe
19	Roadway - Curved Alignments	Yes	Yes	Yes
20	Roadway Narrowing	Yes	Yes	Yes
21	Roundabouts (1)			Yes
22	School Zone Improvements	Yes	Yes	
23	Sidewalks	Yes	Yes	Yes
24	Speed Enforcement - Manual	Yes	Yes	Yes
25	Speed Enforcement - Photo Radar		Yes	Yes
26	Speed Humps	Yes	Maybe	
27	Street Closure - Full	Yes		
28	Street Closure - Partial	Yes	Yes	
29	Traffic Circles (1)		Yes	
30	Turns - Forced Channelization	Yes	Yes	
31	Turns - Prohibitions	Yes	Yes	Yes

(1) Roundabouts are located on Arterial Streets only. Traffic Circles are smaller and are located on Collector Streets only.

The development and evaluation of appropriate plans will include consideration of physical feasibility, operational effectiveness, construction and maintenance costs, positive and negative impacts, aesthetics, funding availability, and political and public acceptance. Such an overall process will be necessary to obtain broad-based support for traffic calming programs in order for them to be successful.

6. Truck Routes

As with any City, truck traffic occurs on City streets because deliveries have to be made to local businesses and destinations. In addition, truck traffic is generated by industrial land uses in the City. In order to minimize the impact of truck traffic on the City's roadway system and residential neighborhoods, The Mobility Element designates a series of truck routes within the City, as shown in Figure 5, and in response to Goal 7 and Policy 7.1. Truck traffic will be restricted to these routes except for deliveries to local destinations.

The designated truck routes are on the following arterial streets only: in the north-south direction on Irwindale Avenue, Todd/Vincent Avenue, San Gabriel Canyon Road, and Citrus Avenue; and in the east-west direction on Arrow Highway, First Street/Baseline Road, Foothill Boulevard, and Sierra Madre Avenue (between River Parkway and San Gabriel Canyon Road).

7. Relation to Land Use

a. Consistency with Land Use Element

The Mobility Element has been developed to accommodate, to support, and to be consistent with the General Plan Land Use Element. It plans for a multimodal transportation system that provides mobility to/from the planned land uses throughout the city.

b. Land Use – Transportation Linkages

The General Plan recognizes the direct relationship between land use and transportation and that planning needs to be closely integrated. Goal 8 of the Mobility element calls for a variety of land use and urban design measures to encourage walking, biking and the use of transit, that will support and enhance the effectiveness of other Mobility Element goals.

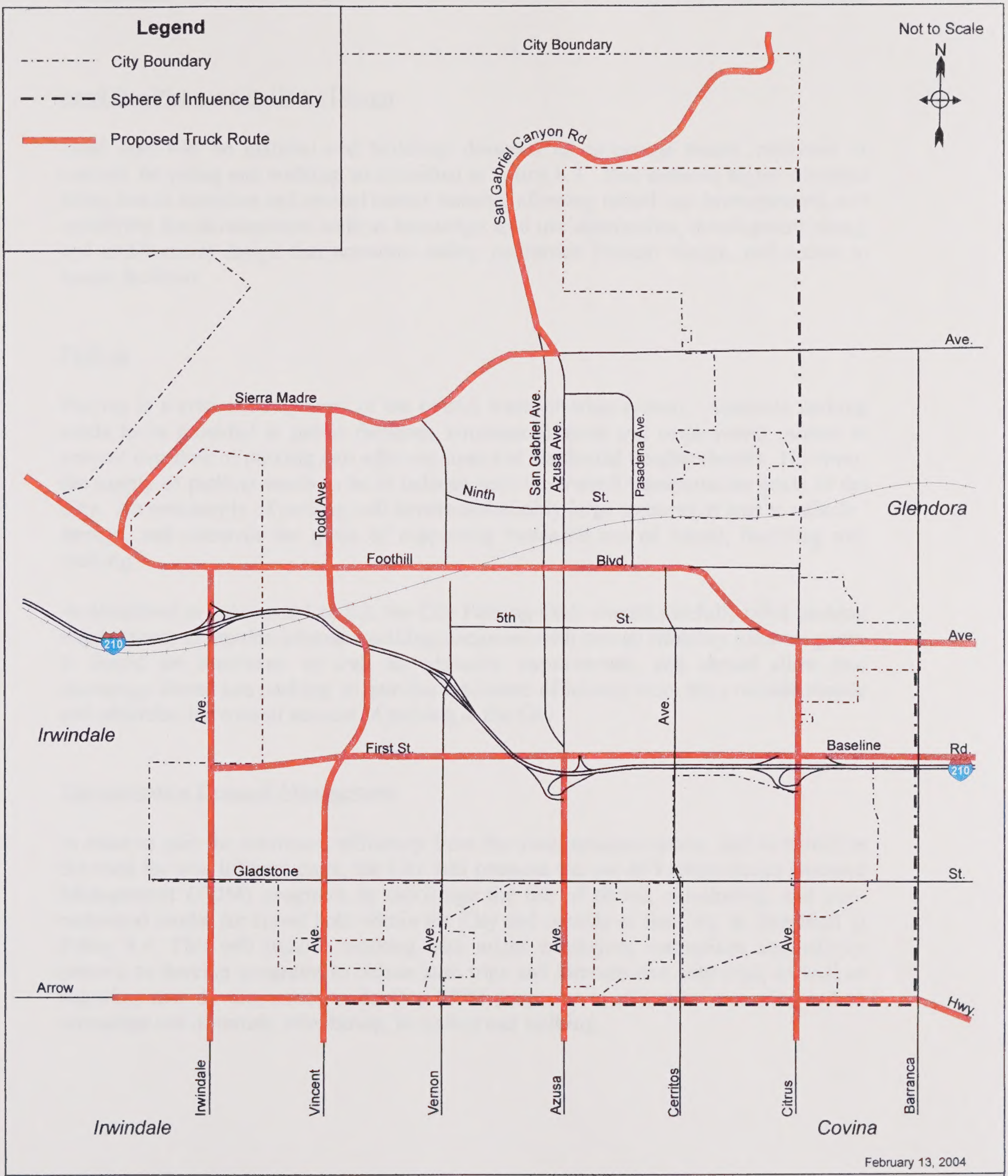
Legend
City Boundary
Sphere of Influence Boundary
Proposed Truck Route
Not to Scale
N
City Boundary
San Gabriel Canyon Rd
Sierra Madre
Ave.
Todd Ave.
San Gabriel Ave.
Azusa Ave.
Pasadena Ave.
Ninth
St.
Glendora
Foothill
Blvd.
5th
St.
Ave.
210
Irwindale
Ave.
Ave.
First St.
Baseline
Rd.
210
Gladstone
St.
Ave.
Ave.
Ave.
Ave.
Arrow
Hwy.
Irwindale
Vincent
Vernon
Azusa
Cerritos
Citrus
Barranca
Irwindale
Covina
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Figure 5
Truck Routes

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Land Use Plans and Building Design

Land uses will be planned and buildings designed to encourage transit, rideshare or carpool, bicycling and walking, as identified in Policy 8.3. This includes higher densities along transit corridors and around transit stations; allowing mixed use developments; and modifying the development code to encourage land use distribution, development siting, and architectural design that promotes safety, pedestrian friendly design, and access to transit facilities.

Parking

Parking is a critical component of the overall transportation system. Adequate parking needs to be provided at public facilities, commercial areas and employment centers to prevent overflow of parking into adjacent areas and residential neighborhoods. However, the supply of parking needs to be in balance with the overall transportation goals of the City. An oversupply of parking will devote undesirably large amounts of land to vehicle storage, and undercut the goals of supporting increased use of transit, bicycling and walking.

As identified in Policies 8.1 to 8.2, the City Parking Code should carefully tailor parking requirements to provide adequate parking consistent with overall Mobility Element goals. It should set maximum as well as minimum requirements, and should allow and encourage shared use parking, to gain the maximum efficiency from the available supply and minimize the overall amount of parking in the City.

Transportation Demand Management

In order to gain the maximum efficiency from the transportation system, and to minimize the need for new infrastructure, the City will promote the use of Transportation Demand Management (TDM) programs to encourage the use of transit, ridesharing, and non-motorized modes for travel both within the City and outside of the City, as identified in Policy 8.4. This will include working with major employers, institutions and activity centers, to develop programs to reduce auto trips and increase non-auto trips, as well as requiring new developments to develop TDM programs to minimize auto trips and to encourage use of transit, ridesharing, bicycling and walking.

NATURAL RESOURCES APPENDIX

Native Habitat Enhancement for Parks of City of Azusa

Azusa Women's Club

Existing
Small building located in residential area. Ornamental landscape on east, south, and north sides, including strawberry tree, queen palm, Catalina cherry, and crape myrtle.

Proposed Native Habitat Enhancement:
None. Landscape is a private garden, small in size, with ornamental qualities of prime importance.

Canyon Park

Existing
Park situated along western side of San Gabriel Avenue. Park provides ornamental plantings for pedestrian traffic up and down thoroughfare. Landscape construction appears to be fairly recent, using a wide variety of ornamental trees, shrubs, and perennials.

Proposed Native Habitat Enhancement
Recommendations for a native plant streetscape installation along San Gabriel Ave. were sent to Calvin R. Abe (ah bè) Landscape Architects in December 2001. If this native plant palette is used for the streetscape, the native species should also be installed in portions of Canyon Park. Areas with poor cover and weedy growth should be supplemented with native species from this list.

Following are the contents of the email sent to Calvin R. Abe listing the recommended substitutions for the streetscape design.

Botanic name	Common Name	Comments
Trees		
Acer macrophyllum	big-leaf maple	10-40 x 20+
Calocedrus decurrens	incense cedar	40-80' x 10-20'
Cercis occidentalis	western redbud	8-20 x 10+
Pinus coulteri	Coulter pine	30-60' x 25-40'
Pinus torreyana	Torrey pine	40-60' x 25-40'
Umbellularia californica	California bay laurel	30-80 x 25+
Shrubs		
Arctostaphylos 'Sunset'	Sunset manzanita	3-4' x 4-6', mounding shrub, shiny leaves, new growth red, flwrs white-pink, berries
Ceanothus 'Wheeler Canyon'	Wheeler Canyon ceanothus	5-6' x 6', compact, shiny leaves, heavy dark blue bloom
Rhamnus californica 'Eve Case'	Eve Case coffeeberry	4-6' x 5', dense foliage, colorful berries, mounding habit
Salvia apiana	white sage	3-5' x 5', white leaves, whitish flowers, long willow-like stems, aromatic
Salvia leucophyla 'Point Sal'	Point Sal purple sage	3-4' x 4-6', compact, shiny leaves, heavy dark blue bloom

Botanic name	Common Name	Comments
Accents		
Arctostaphylos glauca	bigberry manzanita	6-15’ x 8-10’, green-gray foliage, striking branching pattern, smooth red bark
Epilobium ‘Wayne’s Silver’	silver California fuchsia	1-2’ x 2-3’, silver-white leaves, bright red flwrs
Epilobium ‘Catalina’	Catalina fuchsia	1-3’ x 4’, gray-green leaves, large brilliant-red flwrs, long season
Eriogonum umbellatum	sulphur buckwheat	1’ x 3’, small round gray leaves, yellow flwrs, long season, compact, var. polyanthemum ‘Shasta Sulphur’ preferred if available.
Leymus condensatus ‘Canyon Prince’	Canyon Prince giant wildrye	3-4’ x 3’, tall grass with short rhizomes, broad leaves, large flowr/seed heads
Mahonia ‘Golden Abundance”	Golden Abundance barberry	5-8’ x 6’, shiny leaves, bright-yellow flwrs, hybrid between three species
Muhlenbergia rigens	deergrass	3’ x 3’, elegant bunchgrass, excellent along dry streamcourses
Yucca whipplei parishii	chaparral yucca	3’ x 3’, creamy-white bloom spikes. El Nativo Growers will have this ssp. available in 1-gal in June 2002.
Groundcovers		
Arctostaphylos ‘John Dourley’	John Dourley manzanita	3’ x 4-6’, low mounding shrub, new growth reddish, pink flwrs
Artemisia californica ‘Montara’	Montara sagebrush	1-2’ x 4’, dense, gray-green mat, aromatic, soft foliage
Baccharis pilularis ‘Twin Peaks’	Twin Peaks coyote bush	2’ x 5’, evergreen, small-toothed leaves, male clone
Corethrogyne californica	California aster	1’ x 4-6’, silver/white leaves, lavender flwrs, spreads and tacks
Ceanothus ‘Anchor Bay’	Anchor Bay ceanothus	1’ x 4-7’, dense habit, dark green leaves, dark blue flwrs
Ceanothus ‘Centennial’	Centennial ceanothus	1’ x 4-5’, very low, shiny green leaves, royal purple flwrs
Ceanothus hearstiorum	Hearst’s ceanothus	1’ x 3-5’, very low, showy dark green leaves, blue flwrs
Ceanothus maritimus ‘Popcorn’	Popcorn maritime ceanothus	1’ x 2-3’, dense habit, small leaves, white flwrs, slow
Ceanothus ‘Mount Vision’	Mount Vision ceanothus	1-2’ x 3-5’, dense mat, tiny olive-green leaves, light-blue flwrs, vigorous

Suggested changes to existing plant palette:

Trees	
Acer macrophyllum	
Calocedrus decurrens	
Cercis occidentalis	
Pinus torreyana	
Shrubs	
Arctostaphylos ‘Sunset’	45% cover, 4’ o.c.
Rhamnus californica ’Eve Case’	30% cover, 4’ o.c.
Salvia apiana	25% cover, 3’ o.c.
Accents	
Mahonia ‘Golden Abundance’	random, 4’ o.c.
Yucca whipplei parishii	random, 4’ o.c.
Groundcovers	
Artemisia californica ‘Montara’	25% cover, 2.5’ o.c.
Baccharis pilularis ‘Twin Peaks’	30% cover, 3.5’ o.c.
Ceanothus ‘Anchor Bay’	45% cover, 3.5’ o.c.

The white sages need to be pruned after flowering in summer. Cut-back flower stalks and any dead branches. Otherwise, little maintenance should be needed; these species were selected for low maintenance requirements. Don’t design baccharis too close to edge of parkway, it will grow too tall as it is cut-back. Don’t go closer than 3’ with any groundcover except Montara.

With these selections, shrub foliage contrasts of gray (white sage), green-gray (Eve Case), and green (Sunset) are repeated with the groundcovers Montara (gray), ceanothus and baccharis (green), and accents yucca (gray), Golden Abundance (green).

The landscape will take a year to develop, using 1-gals. I don’t think you’re going to find any 5-gal Eve Case and Sunsets. White sage grows fast enough to warrant 1-gals. The accents should also be 1-gals to keep scale consistent.

The existing plan had 9 species, with pink and red flowers in the two tree species, pink shrubs, red, yellow and blue accents, and yellow and purple groundcovers: 7 of 9 with color. This native plant palette has 12 species, with 1 tree (pink), two shrubs (pink, white), 1-2 accents (yellow, crème), and 1 groundcover (blue), or about 6 of 12 with color. But foliage contrasts should make up for flower show at 45 mph. Additional color could be incorporated by adding accents such as *Epilobium* ‘Wayne’s Silver’, and *Eriogonum umbellatum* ‘Shasta Sulphur’.

If substitutions are made, I suggest using only one selection per genus (not to use two groundcover and shrub ceanothus, manzanita, or sage. The *Ceanothus* ‘Anchor By” was chosen strictly because the Tree of Life catalogue lists it as needing 2-4 irrigations per month, thus it may be more garden tolerant of irrigation then other ceanothus.

City Park

Existing

Large park with mature ornamental trees and shrubs established around city hall building. Existing trees include *Ficus*, deodar cedar, Canary Island pine, queen palm, crape myrtle, strawberry tree. Shrubs include roses, lantana, day lily, dusty miller. Native trees are coast live oak and California sycamore. Landscape is highly structured; changes here are not realistic. In northern section, mature trees are well-spaced with openings for views. Historical homes are used as a museum, and as a neighborhood wellness center. The buildings are situated on the northern flank. A small playground is located in the northwest corner.

Proposed Native Habitat Enhancement

Directly south of museum and wellness center, the park has a large opening that tends northwest to southeast. If this opening is considered an asset (to allow for views of historical buildings from the south), no enhancement is recommended. However, native trees could be established in this open swath to provide food/nesting sites for native bird species. Recommended native tree species for the northern portion of City Park are listed below.

Scientific Name	Common Name	Comments
Cercis occidentalis	western redbud	Large deciduous shrub/tree, pea-like pink flowers in early spring
Cornus sericea	American dogwood	Large deciduous shrub, fall color, edible berries
Heteromeles arbutifolia	toyon	Evergreen shrub/tree, white flowers, red berries in fall/winter.
Prunus ilicifolia	hollyleaf cherry	Evergreen shrub/tree, white flowers, red fruit
Quercus agrifolia agrifolia	coast live oak	Evergreen tree

Edwards Mini-Park

Existing

Small, rectangular-shaped mini-park (~60' x 150') northeast of Azusa Ave. x Sixth St. An attractive mural has been painted on the south-facing wall, depicting pioneer residents in period dress at a park on a Sunday afternoon. Four California sycamores (three medium-large, one smaller) have been planted in central portion. Entire area uses grass as groundcover. Three concrete planter boxes (two are empty, one with a struggling western redbud) are placed in sitting area near sidewalk on Azusa Ave.

Proposed Native Plant Enhancement

Construct decomposed granite pathway along southern edge of sycamores to a second sitting area in southeast corner of park. Locate existing granite boulders near pathway and add more boulders to create a dry streambed effect (pathway acting as middle of wash). Install native riparian woodland species along both sides of pathway, and under sycamore canopies. Grass should be removed from this area. Grass could be left along southern portion to allow for a play/picnic/sitting area. As an option, this southern portion could be converted to a native perennial garden, providing additional benefits to native birds and butterflies. Recommended native species for the Riparian Woodland Garden and optional Native Perennial Garden are listed below.

Botanic name	Common Name	Comments
Riparian Woodland Garden		
Aquilegia formosa	red columbine	Perennial, intricate flowers
Artemisia douglasiana	mugwort	Aromatic perennial
Boykinia rotundiflora	round-leaf boykinia	Perennial, white flowers
Cornus sericea	American dogwood	Deciduous shrub, fall color
Epilobium canum canum	California fuchsia	Perennial groundcover, late summer flowers
Heteromeles arbutifolia	toyon	Large evergreen shrub, red berries
Holodiscus discolor	creme bush	Deciduous shrub
Iva hayesiana	poverty weed	Perennial groundcover
Juncus patens	spreading rush	Spherical, spiky rush
Muhlenbergia rigens	deergrass	Spherical bunchgrass
Platanus racemosa	California sycamore	Existing trees
Rhamnus californica 'Eve Case'	California coffeeberry selection	Evergreen shrub, berries
Ribes aureum gracillimum	golden currant	Deciduous shrub, tasty berries
Sambucus mexicana	blue elderberry	Large deciduous shrub
Solidago californica	California goldenrod	Perennial, yellow flowers
Stachys albens	white hedge nettle	Aromatic perennial

Symphoricarpos mollis	creeping snowberry	Deciduous shrub, white berries
Native Perennial Garden		
Achillea millefolium	common yarrow	Six selection of common yarrow are available at *El Nativo Growers*, with pink, yellow, red, reddish purple, and mixed flowers colors
Asclepias fascicularis	narrow-leaf milkweed	Perennial, pink buds, greenish-white flowers
Eriophyllum confertiflorum	golden yarrow	Perennials, bright orange-yellow flowers
Helianthus gracilentus	slender sunflower	Perennial, yellow ray sunflowers
Heterotheca sessiliflora fastigiata	goldenaster	Perennial, gray-green leaves, yellow flowers
Lessingia filaginifolia 'Silver Carpet'	Silver Carpet California-aster	Perennial, silver-white leaves, lavender flowers
Monardella sp.	coyote mint	Aromatic perennial
Penstemon heterophylus australis	foothill penstemon	Perennial, rose-violet tubular flowers
Salvia apiana	white sage	Aromatic shrub, white leaves, tall stalks of whitish flowers
Sidalcea malviflora	checkerbloom	Perennial, showy rose-pink flowers
Solidago californica	California goldenrod	Perennial, yellow flowers
Annual wildflowers		California poppy, elegant clarkia arroyo lupine, globe gilia, California goldfields sown in fall with onset of rainy season.

Gladstone Park

Existing
Large park dominated by baseball field, located in southwest portion. In addition, there are picnic areas, a small playground, a small recreation facility/restrooms, and basketball and handball courts. Existing trees include king palm, African sumac, liquid amber, and evergreen magnolia:

Proposed Native Plant Enhancement
A grove of native trees and shrubs could be established in a clearing behind (northeast)of baseball field. Recommended native species for this clearing in Gladstone Park are listed below.

Scientific Name	Common Name
Cercis occidentalis	western redbud
Heteromeles arbutiolia	toyon
Quercus agrifolia agrifolia	coast live oak

Jones Mini-Park

Existing
A small, triangular-shaped park on San Gabriel Ave. No sign identifying park name was found. Existing are seven mature pine trees and lawn (degraded with weeds).

Proposed Native Habitat Enhancement

Considering the dominance of the ornamental pines, native trees were not considered for enhancement for mini-park. However, toyons could be added to selected open areas to add wildlife value. In addition, a lemonadeberry screen is recommended for the northern border (in front of wall), and a California coffeeberry selection is recommended for the southern end of the park. The

eastern edge should remain open for optimal sprinkler coverage. The recommended native species for the mini-park are listed below.

In addition, a new mini-park is being installed opposite the Jones min-park (on west side of San Gabriel Ave. This parcel could be landscaped using native shrub and perennial species for added wildlife value for native birds, butterflies, etc. There are six newly-installed pine trees (same species as in Jones Mini-Park). The existing barren slopes are relatively steep, and would be appropriate for native groundcovers, with perennials and low shrub installed in the higher terrain. The recommended native species for this new min-park are also listed below.

Botanic name	Common Name	Comments
Jones Mini-Park		
Heteromeles arbutifolia	toyon	Evergreen tree/shrub, white flowers, red berries in fall/winter
Rhamnus californica 'Eve case'	Eve Case California coffeeberry	Evergreen shrub, large berries
Rhus integrifolia	lemonadeberry	Evergreen shrub, fruit
New mini-park		
Achillea millefolium	common yarrow	Six selections available from El Nativo growers. Use between street and sidewalk.
Arctostaphylos 'John Dourley'	John Dourley manzanita	Low mounding evergreen shrub, pink flowers. Use under pines.
Epilobium canum 'Wayne's Silver'	Wayne's Silver california fuchsia	Perennial, silver-white leaves, red flowers
Lessingia filaginifolia 'Silver Carpet'	Silver Carpet California-aster	Perennial, silver-white leaves, lavender flowers
Penstemon centranthifolius	scarlet bugler	Perennial, scarlet-red tubular flowers
Salvia 'Dara's Choice'	Dara's Choice sage hybrid	Perennial, gray-green leaves, deep lavender flowers
Solidago californica	California goldenrod	Perennial, yellow flowers

Memorial Park

Existing

A traditional park with ornamental trees and shrubs built around a recreation center. A skate park is currently under construction east of the recreation center.

Proposed Native Habitat Enhancement

An opportunity exists to enhance the Skate Park with native trees, shrubs, perennials, grasses and annuals. The native landscape would add educational value, with displays identifying native birds and butterflies, and the native plant species the wildlife use. In addition, an oval-shaped lawn area directly south of the skate park facilities could be transformed into a butterfly garden using native shrubs and perennials that attract these butterflies.

Henry A Williams Northside Park

Existing

A large, L-shaped park featuring mature, ornamental trees, baseball / soccer fields, tennis courts, two playgrounds, and a large picnic area. A frisbee golf course has been built along the northern portion of the park. Ornamental trees observed include liquidamber, holly oak, mulberry, and canary island pine. In the southern portion, two native tree species were found, white alder and two large toyons. The toyons appear to be native to the site, pre-existing the park's construction.

Proposed Native Habitat Enhancement

Supplement the two toyons in the southern portion with additional plantings. Additional native species for consideration include incense cedar, coast live oak, and American dogwood. The recommended native species for Northside Park are listed below.

Botanic name	Common Name	Comments
Calocedrus decurrens	incense cedar	Evergreen conifer
Cornus sericea	American dogwood	Deciduous shrub
Heteromeles arbutifolia	toyon	Evergreen shrub / tree. Plant in groups of 3-5 @ 15' spacings.
Quercus agrifolia	coast live oak	Evergreen tree

Pioneer Park

Existing

A large square-shaped park dominated by large eucalyptus trees. The trees are densest in the northern portion, with scattered trees throughout the park. A restroom facility is situated in the middle of the park. A fenced, concrete-lined creek flows southeast across the northern portion. Above this creek, the park is fenced for private parties, with access from a bridge that crosses the creek.

Proposed Native Habitat Enhancement

Inside the northern boundary, a periwinkle groundcover has been recently installed. The periwinkle is an invasive exotic, and should be replaced by a native shrub. Proposed for establishment along this slope is lemonadeberry. The evergreen shrub will cascade down the slope, and will provide wildlife cover and food value for native birds.

In the southeast portion, the eucalyptus trees are well-spaced apart, providing for the establishment of a native woodland garden. This garden would feature native trees, shrubs, and perennials, planted along a pathway that would traverse southward from the existing pathway (near the bridge) to the southeast corner, then westward and back up to the existing pathway. The woodland garden would provide wildlife value to native birds, while creating beautiful and tranquil setting for park visitors.

Slauson Park

Existing

A traditional city park with a picnic area, a playground in the southwest corner, and basketball courts in the northeast corner. A large pool complex is situated in the central portion of the park. The landscape here has a tropical feel, with queen palms and philodendrons. The mixed group of ornamental trees include deodar cedar, holly oak (street tree on western boundary), African sumac, jacaranda, silk oak, and crape myrtle (street tree on southern boundary). A large coast live oak remains near the playground, and a California sycamore is located near the parking lot.

Proposed Native Habitat Enhancement

An open area exists in the northern portion of the park. According to a park visitor, open section of grass is used for soccer practice a few days a week. Allowing this grass area to remain open for ball-playing may prove to be a higher priority than any native habitat enhancement. However, supplemental plantings of coast live oak, toyon, and blue elderberry could be designed for a woodland feel, while providing wildlife value for native birds. The woodland would be situated between the western boundary and the basketball courts. The recommended native species are listed below.

Botanic name	Common Name	Comments
Heteromeles arbutifolia	toyon	Evergreen shrub
Quercus agrifolia agrifolia	coast live oak	Evergreen tree
Sambucus mexicana	blue elderberry	Deciduous shrub/tree

Zacatecas Park

Existing

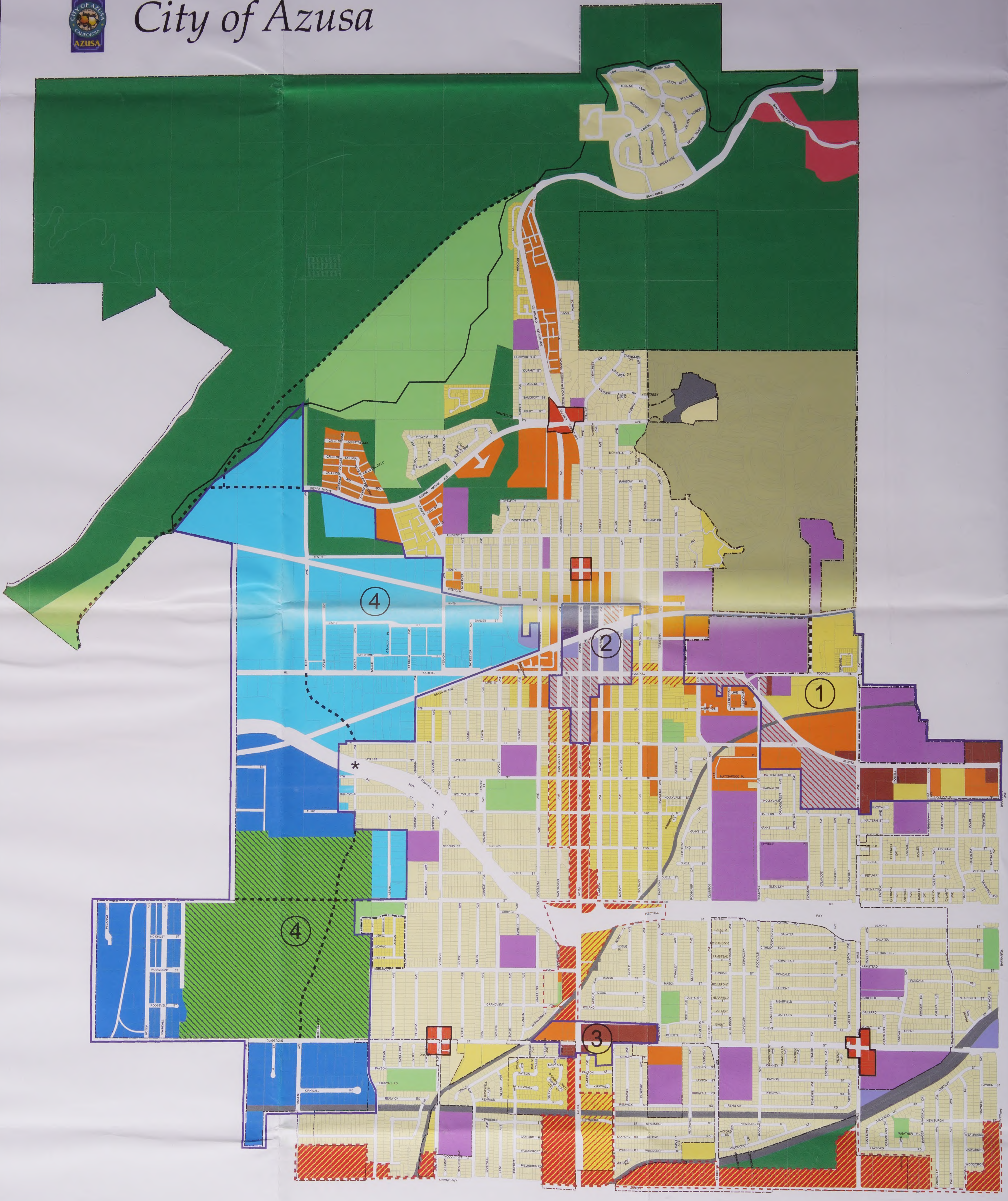
A park in southwest portion of Azusa, with nearby residential housing in development. A picnic area and playground are situated in eastern portion of park. A baseball field is in the northwest portion. Ornamental trees observed include liquidamber, palms, London plane tree. Many trash cans spread out on the grass lawn suggests heavy usage as a weekend picnic area.

Proposed Native Habitat Enhancement

Proposed is the creation of a riparian woodland streambed, to meander from north to south across the central portion of the park. Bridges (using railroad ties) could be built across the streambed to allow access across the woodland. The streambed would be narrow in cross-section, and would incorporate round granite river rock. A small stockpile exists immediately south of the park boundary, a byproduct of the construction grading. Additional river rock may become available with the next phase of construction. River rock could also be purchased to complete the streambed project. No defined pathway would be necessary outside the riparian woodland zone.

The creation of riparian woodland habitat would attract native bird species to the park. The woodland would allow children to experience a small degree of wildness, and all park visitors to enjoy a beautiful, naturalistic garden.

City of Azusa



Legend - 2004 General Plan

- City Boundary
- Corridor
- District
- Possible Foothill / Canyon Buffer
- Possible River Parkway
- * Possible Interchange
- Specific Plan Area

Neighborhood / Land Uses

- 🟥 Neighborhood Center
- ▨ Low Density Residential (0-8 DU/AC)
- 🟨 Medium Density Residential (8.1 - 15 DU/AC)
- 🟧 Moderate Density Residential (15.1 - 27 DU/AC)
- ▨ Monrovia Nursery Specific Plan

Land Uses

- 🟥 Hotel / Conference Center
- 🟦 Light Industrial
- 🟦 Industrial
- 🟩 Open Space
- 🟩 Recreation
- 🟪 Institutional / School
- 🟪 Public / Civic - City Hall, Library, Post Office
- ⬛ Drainage / Utilities

Corridors / Land Uses

- ▨ Commercial Mixed Use (UP TO 27 DU/AC)
- ▨ Residential Mixed Use (UP TO 27 DU/AC)

Districts / Land Uses

- 🟫 Commercial
- ▨ Commercial / Residential Mixed Use (UP TO 27 DU/AC)
- ▨ Recreation / Landfill Mixed Use
- 🟪 Transit Center

- ① University
- ② Downtown / Civic
- ③ Edgewood
- ④ West End

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